

ASRS Database Report Set

Unauthorized Penetration of Airspace

Report Set Description.....A sampling of reports referencing unauthorized penetration of controlled or restricted airspace.

Update Number2.0

Date of UpdateJuly 27, 2000

Number of Records in Report Set50

Number of New Records in Report Set.....50

Type of Records in Report SetFor each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data
SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de-identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences. We have no way of knowing which.

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, distort ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

Only one thing can be known for sure from ASRS statistics—they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 300 reports of track deviations in 1993 (this number is purely hypothetical), then it can be known with certainty that at least 300 such events have occurred in 1993.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, the knowledge derived is well worth the added effort.

For text on the strengths and limitations of incident data, the process of using incidents for human factors evaluations, statistical analysis methods and other sources of incident data, see:

Chappell, S.L. (1994). Using voluntary incident reports for human factors evaluations. In N. Johnston, N. McDonald & R. Fuller (Eds.), *Aviation Psychology in Practice*. Aldershot, England: Ashgate.

Time

Date : 199903

Day : Mon

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BOW.Airport

State Reference : FL

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BOW.Tower

Make Model : Cessna 152

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 50

ASRS Report : 431340

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THOUGHT BARTOW ARPT WAS LAKE LAND ARPT. BEGAN APCH TO STRAIGHT-IN RWY. WHEN CLOSER, REALIZED IT WAS BARTOW AND DEVIATED TO AVOID THEIR AIRSPACE AND WENT ON COURSE TO LAKE LAND. MAY HAVE CUT THROUGH EDGE OF BARTOW CLASS B. MY ESTIMATION WAS THAT WE WERE BARELY OUTSIDE OF IT. FILING THIS TO BE SURE.

Synopsis :

INSTRUCTOR PLT ON A DUAL TRAINING FLT, IN A C152, HAS TRAINEE LINE UP WITH A RWY TO THE WRONG CTLED ARPT. HE RECOGNIZED HIS MISTAKE AND DIVERTED THE TRAINEE TO THE INTENDED ARPT EXITING CLASS D AIRSPACE.

ACN: 439609

Time

Date : 199906

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 19500

Experience.Flight Time.Last 90 Days : 17

Experience.Flight Time.Type : 60

ASRS Report : 439609

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER DEPARTING LONG BEACH ARPT AND REACHING 4500 FT PROCEEDED N ACROSS LAX THROUGH SFRA (SPECIAL FLT RTE AREA) TO SANTA MONICA VOR THEN ESTABLISHED ON V-23 NBOUND. SHORTLY AFTER THIS I NOTICED ON THE LOS ANGELES TAC THAT V-23 WENT THROUGH THE WESTERN EDGE OF THE BURBANK CLASS C. I WAS AT 4500 FT, THE TOP OF THE CLASS C IS 4800 FT. I TURNED L AND PROCEEDED TO THE W OF THE AIRWAY AND CLBED TO 6500 FT EVENTUALLY. I BELIEVE I DID POSSIBLY CATCH THE WESTERN EDGE OF THE CLASS C. AFTER TURNING I DID ATTEMPT CONTACT WITH SOCAL WHO GAVE ME A CTR FREQ FOR FLT FOLLOWING, BUT WERE BUSY. BETTER STUDY OF AN UNFAMILIAR RTE BEFOREHAND HAND WOULD HAVE PRECLUDED THIS, THOUGH COMING OUT OF THE LAX SFRA (SPECIAL FLT RTE AREA) AND PROCEEDING N ON V-23 CAN BE A BIT OF A 'GOTCHA' WITH THE BURBANK CLASS C TOP AT 4800 FT. DOES BURBANK REALLY NEED THAT LITTLE BIT? I EXPECT IMMEDIATE CONTACT WITH SOCAL WHEN COMING OUT OF THE CORRIDOR WOULD HAVE SAVED THIS FROM HAPPENING TOO. I HAD A FAIRLY STRESSFUL DAY WITH SOME DISAPPOINTMENT SO WOULD PROBABLY HAVE DONE WELL TO HAVE LEFT THE FLT UNTIL LATER.

Synopsis :

PLT OF A CESSNA 182 INADVERTENTLY ENTERED CLASS C AIRSPACE DUE TO LACK OF PLANNING PRIOR TO DEP REGARDING PROX OF THE CLASS C AIRSPACE AND THE VFR CORRIDOR THROUGH THE ADJACENT CLASS B AIRSPACE.

Time

Date : 199906

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AWM.Airport

State Reference : AR

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MEM.TRACON

Make Model : Small Transport, Low Wing, 2 Recip Eng

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Type : 4000

ASRS Report : 439746

Person / 2

Function.Controller : Departure

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Separated Traffic

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ISSUED CLRNC ON THE GND, 'CLRED AS FILED TO OSU, MAINTAIN 2000 FT, EXPECT 9000 FT, 10 MINS AFTER DEP. CONTACT DEP ON 119.1.' I COPIED THIS DOWN, THEN WHEN READY FOR TKOF I CALLED AGAIN FOR SEQUENCING. (THERE IS NO TWR AT AWM BUT CLRNCs ARE OBTAINED ON THE GND.) I WAS TOLD: 'YOU ARE RELEASED, FLY RWY HEADING, MAINTAIN 2000 FT.' I DID NOT WRITE THAT DOWN. I WAS ROLLING TOWARD THE RWY, CLRING TFC AND SWITCHING TO THE CTAF. AFTER DEP, I FLEW RWY HEADING AND TRIED TO CONTACT DEP -- THE FREQ WAS QUITE CONGESTED. MY COURSE WAS NEARLY 180 DEGS OPPOSITE THE RWY HDG. I GLANCED DOWN AT MY WRITTEN CLRNC AND ALMOST WITHOUT THINKING BEGAN A L TURN TOWARD MY COURSE. THEN I WAS FINALLY ABLE TO GET THROUGH TO DEP CTL AND WAS TOLD TO IMMEDIATELY TURN BACK TO RWY HEADING. OF COURSE THIS WAS MY MISTAKE. I HAD A MENTAL LAPSE. I SHOULD HAVE WRITTEN DOWN MY SECOND CLRNC. I WILL IN THE FUTURE WRITE DOWN EVERYTHING.

Synopsis :

PLT OF AN SMT INADVERTENTLY ENTERED CLASS B AIRSPACE WHEN HE TURNED FROM RWY HEADING ON AN IFR DEP FROM A NON TWR ARPT WITHOUT CLRNC.

ACN: 439780

Time

Date : 199906

Day : Fri

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : SWF.Airport

State Reference : NY

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Caravan 1 208A

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1900

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 350

ASRS Report : 439780

Events

Anomaly.Airspace Violation : Entry

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

NAVING VFR, FROM SWF TO HPN, ON A DARK, MOONLESS NIGHT, I WAS ATTEMPTING TO FOLLOW THE HUDSON RIVER PAST WEST POINT TO AVOID R-5206. DUE TO THE ABSENCE OF LIGHTING OR MOONLIGHT ON THE WATER, I MAY HAVE STEERED TOO FAR TO THE W AND PENETRATED R-5206. UPON NOTICING THAT THE RIVER WAS TO MY E, I PROCEEDED DIRECTLY TO IT AND CONTINUED TO HPN.

Synopsis :

ATP FLYING MAY HAVE INADVERTENTLY ENTERED R-5206.

Time

Date : 199906

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RND.Airport

State Reference : TX

Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RND.Tower

Make Model : Helicopter

Make Model : Talon

Aircraft / 2

Controlling Facilities.Tower : RND.Tower

Make Model : Talon

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 7000

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 5

ASRS Report : 39877

Person / 2

Function.Oversight : PIC

Function.Instruction : Instructor

Function.Flight Crew : Captain

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

INBOUND TO SAN ANTONIO FROM HOUSTON, NAVING VIA GPS AND VFR SECTIONAL, I FIXED MY LOCATION AS BEING APPROX 5 MI E OF NEW BRAUNFELS ARPT. I DISCOVERED THAT I WAS ACTUALLY 5 NM E OF RANDOLPH AFB AND JUST WITHIN THEIR MOA. I DIALED IN SAN ANTONIO APCH TO MONITOR AND TURNED R TO PASS AS FAR N OF THE FIELD AS POSSIBLE. WHEN N OF THE AIRFIELD APPROX 4 NM AND WHILE TRAVELING ABOUT 290 DEGS, I SAW A T38 AT MY ALT AND WITHIN 300 YARDS. I TURNED R AND HE DID LIKEWISE TO AVOID ME. PASSED WITHIN 100 FT. THIS EVENT OCCURRED DUE TO MY INCORRECTLY FIXING MY POS OVER THE GND.

Synopsis :

PLT OF AN ATX HELI INADVERTENTLY ENTERED A MIL ALERT TRAINING AREA USING GPS TYPE NAV RESULTING IN AN NMAC BTWN HIM AND A MIL T38. BOTH ACFT TOOK EVASIVE ACTION.

ACN: 439895

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : SCT.TRACON

State Reference : CA

Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1050

Experience.Flight Time.Last 90 Days : 100

ASRS Report : 439895

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED MYF VFR ENRTE FULLERTON ARPT. SHORTLY AFTER DEP, I CLBED ABOVE THE COASTAL MARINE LAYER AND LOST VISUAL REF TO THE GND. I WAS FAMILIAR WITH THE VARIOUS ALTS AND LOCATIONS OF THE CLASS B AIRSPACE. I USED MY FAMILIARITY WITH THE AIRSPACE TO ESTIMATE MY LOCATION AND BEGAN A NBOUND TURN. DURING THIS TIME, I MADE SEVERAL RADIO CALLS TO SOCAL FOR FLT FOLLOWING. AFTER COMPLETING THE NBOUND TURN AND USING MIRAMAR ARPT AS A REF POINT, I CONTINUED MY CLB TO 6500 FT MSL. I WAS FINALLY ABLE TO MAKE CONTACT WITH SOCAL WHO DIRECTED ME TO STOP MY CLB AT 6000 FT MSL BECAUSE OF AN APCHING KING AIR. SOCAL THEN ADVISED THAT I HAD ENTERED THE CLASS B AIRSPACE WHERE THE FLOOR WAS 4800 FT. IN RETROSPECT, I SHOULD HAVE LEVELED OFF AT 4500 FT UNTIL I COULD POSITIVELY DETERMINE I WAS CLR OF THE CLASS B AIRSPACE.

Synopsis :

A PVT INST RATED PLT ENTERED CLASS B AIRSPACE AT SAN WITHOUT PROPER CLRNC.

Time

Date : 199906

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BDL.Airport

State Reference : CT

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BAF.Tower

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1386

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 1300

ASRS Report : 440220

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

PROB: POSSIBLE INADVERTENT INCURSION OF CLASS C AIRSPACE. CAUSE: COMPLACENCY. I MAY HAVE FLOWN INTO BDL'S CLASS C AIRSPACE WITHOUT INTENDING TO DO SO, ON THE WAY EITHER S OR N BTWN WESTFIELD, MA (BAF), AND SIMSBURY, CT (4B9).

Synopsis :

A PVT INST RATED PLT FLYING A LIGHT SINGLE ENG ACFT BECOMES DISTR AND INADVERTENTLY ENTERS CLASS C AIRSPACE AT BDL WITHOUT PROPER CLRNC.

Time

Date : 199906

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : YUM.Airport

State Reference : AZ

Altitude.MSL.Single Value : 7600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Small Transport, Low Wing, 2 Recip Eng

Component / 1

Aircraft Component : ILS/VOR

Aircraft Reference : X

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 25000

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 10000

ASRS Report : 440750

Person / 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Unique Event

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Resolatory Action.Controller : Issued Alert

Consequence.Other : Maintenance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING FROM PHOENIX DEER VALLEY TO YUMA, I INTERCEPTED THE GBN 247 DEG RADIAL APPROX 33 MI FROM GBN. AS I APCHED MOHAK INTXN WITH THE CDI CTRED (GBN 247 DEG RADIAL), I STARTED A VFR DSCNT AND CONTACTED YUMA APCH WITH ATIS INFO. THE CTLR INFORMED ME I WAS 3 MI INTO A RESTR AIRSPACE, AND TO IMMEDIATELY CORRECT WITH A L TURN. I DID THIS AND THEN WAS TOLD I WAS XING OUT OF THE RESTR AIRSPACE ABOUT 1 MIN LATER. I COULDN'T BELIEVE THIS WAS HAPPENING -- AS THE CDI WAS CTRED ON GBN 247 DEGS. I THEN SWITCHED TO BZA 075 DEG RADIAL INBOUND 255 DEGS AND SAW THE CDI MOVE JUST ABOUT FULL SCALE L -- INDICATING TO ME THAT INDEED I WAS N OF COURSE. ON FURTHER INSPECTION IT HAS BEEN DETERMINED THAT WHILE A VOT CHK WAS DONE ON JUN/XA/99, AND WELL WITHIN LIMITS -- THE VOR WAS INDEED MALFUNCTIONING WITH AN ERROR OF UP TO 8 DEGS. MAINT HAS BEEN APPRISED OF THIS MALFUNCTION AND HAS TAKEN STEPS TO CORRECT THE NAV RECEIVER. WHILE HAVING FLOWN FOR 32 YRS, I HAVE NEVER SEEN SUCH AN ERROR IN A VOR. IN THE FUTURE ALL VOR USAGE WILL BE BACKED UP BY GPS. IT IS IMPERATIVE TO NOTE THIS WAS NEITHER INTENTIONAL, NOR DELIBERATE, AS I HAVE NEVER HAD A VIOLATION OF FARs IN 32 YRS OF PROFESSIONAL FLYING.

Synopsis :

PLT OF AN CPR SMT TWIN INADVERTENTLY ENTERED RESTR AIRSPACE DUE TO AN ERROR IN HIS VOR NAV RECEIVER. HE WAS NOT ON A FLT PLAN.

Time

Date : 199906

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SAF.Airport

State Reference : NM

Altitude.MSL.Bound Lower : 8500

Altitude.MSL.Bound Upper : 9000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC

Make Model : Medium Large Transport, Low Wing, 2 Turbojet Eng

Aircraft / 2

Controlling Facilities.ARTCC : ZAB.ARTCC

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 15000

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 2200

ASRS Report : 441372

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Person / 5

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.ControllerA : 5

Resolutory Action.Flight Crew : Exited Penetrated Airspace

Resolutory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE FROM THE EAST COAST TO SAF, NM, AT FL430, ZDV DSNDED US TO FL350. WE WERE GIVEN THE OPTION OF DSNding FROM FL350 OR WAITING FOR EBOUND TFC TO PASS UNDERNEATH US. DUE TO TSTMS 80-100 NM NE OF SAF AND BUILDING CUMULUS 50-70 NM NE, I OPTED FOR A DELAYED DSCNT. THE RESULTING DSCNT AND DEV AROUND WX INTO SAF LEFT US N OF THE ARPT, BUT TOO HIGH TO MANEUVER FOR A STRAIGHT-IN VISUAL APCH TO RWY 20, THE RWY IN USE. OTHER TFC WAS ON L BASE AND JUST S OF THE ARPT. WE RPTD THE RWY IN SIGHT WHEN ABOUT 10-12 NM NNW OF SAF (AFTER DEVIATING AROUND A TSTM AND BUILDING CUMULUS CLOUDS). ZAB CLRED US FOR A VISUAL DSCNT AND APCH. WE INDICATED WE NEEDED TO MAKE A 360 DEG TURN, OR SOME PORTION THEREOF, FOR DSCNT. ZAB SAID A TURN L OR R WAS OK. I WAS THE PIC AND PNF. THE PF, MY COPLT, OPTED FOR A 270 DEG TURN TO THE R. I CONCURRED, THOUGH A L TURN FOR MANEUVERING WAS MY PREFERENCE. BUT, I SAW NO REASON A R-HAND TURN WOULD NOT WORK. OUR ALT WAS PROBABLY 11500 FT MSL, DSNding. SAF IS 6345 FT. MSA FROM SAF VOR IS 13700 FT NE, 11900 FT NW. I ADVISED ZAB ACCORDINGLY OF OUR TURN AND TOLD US TO CONTACT SAF TWR. SOON AFTER ENTRY INTO THE R-HAND TURN, TCASII TFC APPEARED ON OUR NAV DISPLAY AND TURNED A SOLID BLUE DIAMOND, FOLLOWED QUICKLY BY TURNING AMBER WITH THE ACCOMPANYING AURAL 'TFC' ALERT. I IMMEDIATELY ACQUIRED THE WHITE, HIGH WING CESSNA APCHING OUR 12 - 1 O'CLOCK POS IN THE TURN, ABOUT 1 1/2 NM DISTANCE, AND ABOUT 1500 FT BELOW US. WE SLOWED OUT DSCNT, STRAIGHTENED OUT OUR TURN, AND MANEUVERED COMFORTABLY, WITHOUT ANY PROB, ABOVE AND BEHIND (W OFF) THE E TO NEBOUND CESSNA. I ADVISED ZAB OF THE TCASII TFC AND THEY SAID IT HAD JUST POPPED UP. MY ESTIMATE OF HIS ALT WAS ABOUT 8500-9000 FT. DURING OUR MANEUVERING W AND N OF THE TFC, I LOST VISUAL CONTACT WITH HIM, BUT CONTINUED TO OBSERVE HIM ON TCASII. WE CONTINUED OUR DSCNT AND R TURN REF TO THE TFC AND I SUBSEQUENTLY ACQUIRED HIM VISUALLY. UPON PASSING THROUGH HIS ALT, AND APPROX 3 NM W OF HIM, WE INCREASED OUR R TURN TOWARD THE ARPT. I CALLED SANTA FE TWR WHILE STILL IN THE NBOUND PORTION OF OUR TURN, RPTD ABOUT 12 NM N (I WAS REALLY MORE NW), AND RECEIVED INSTRUCTIONS TO RPT A 4 MI R BASE. WE LANDED UNEVENTFULLY ON RWY 20. WHILE TAXIING TO THE RAMP, TWR SAID WE COULD '...CALL LOS ALAMOS, IF WE WANTED TO,' AND HE GAVE US A PHONE NUMBER. AFTER DEPLANING OUR PAX AND CALLING IN ARR NUMBERS TO MY COMPANY, I BEGAN TO DIAL THE NUMBER FOR LOS ALAMOS, REALIZING I DID NOT KNOW ITS AREA CODE. AS I WAS ABOUT TO ASK THE FBO'S RECEPTIONIST, I HEARD HER REPEAT OUR REGISTRATION NUMBER TO A CALLER ON THE PHONE. SHE XFERRED THE CALL TO ME AND I WAS NOW TALKING TO LOS ALAMOS. THE FIRST QUESTION THE CALLER WANTED TO KNOW WAS WHY WE WERE FLYING OVER LOS ALAMOS RESTR AIRSPACE AND WHAT WAS THAT 'PROTUBERANCE' STICKING OUT THE BACK OF OUR AIRPLANE. I ASKED WHEN THIS PENETRATION OF AIRSPACE OCCURRED, AND HE REPLIED '...ABOUT 15 MINS AGO.' I ASKED IF LOS ALAMOS WAS N OF SANTA FE AND HE ANSWERED IN THE AFFIRMATIVE. I TOLD HIM I WAS NOT AWARE I HAD DONE SO, BUT I DID NOT ARGUE ABOUT WHETHER I DID OR NOT. I ACKNOWLEDGED I HAD PROBABLY INADVERTENTLY FLOWN THROUGH R5101, THE REASON BEING OUR MANEUVERING FURTHER TO THE N AND NW THAN ORIGINALLY PLANNED, DUE TO SAFELY MANEUVERING AROUND THE TCASII TFC. HE INFORMED ME THE CESSNA WAS A WHITE CARAVAN AT 8500 FT MSL MOVING E OR NE. THE CALLER'S PRIMARY CONCERN SEEMED TO BE IN REGARDS TO '...THAT BIG ANTENNA EXTENDING OFF THE BACK OF YOUR AIRPLANE.' I INFORMED HIM WE ONLY HAD STANDARD AVIONICS ANTENNAS ON THE ACFT, A NORMAL TAIL CONE, AND SOME STATIC WICKS, BUT NOTHING UNUSUAL. THEN, I REMEMBERED THE SATCOM ANTENNA ON TOP OF THE VERT STABILIZER. MAYBE, IN A TURN, THAT LOOKED LIKE THE 'PROTUBERANCE' (A PHRASE I BELIEVE HE USED) IN QUESTION. HIS MANNER TURNED MORE POLITE AND THERE DID NOT SEEM TO BE ANY QUESTIONS HE HAD THAT WE DID NOT RESOLVE. I APOLOGIZED FOR MY UNWITTING, INADVERTENT PENETRATION OF LOS ALAMOS RESTR AIRSPACE. I ASKED IF HE REQUIRED ANY WRITTEN RESPONSE FROM ME, AND IF HE WAS GOING TO PURSUE THE MATTER BEYOND THIS CONVERSATION. HE SAID 'NO.'

Synopsis :

FLC OF A PVT MLG INADVERTENTLY ENTERED RESTR AIRSPACE DURING A VISUAL DSCNT FOR LNDG.

Time

Date : 199906

Day : Wed

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Bound Lower : 1480

Altitude.MSL.Bound Upper : 1700

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MYF.Tower

Make Model : Piper Single Undifferentiated or Other Model

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON

Make Model : Hornet (F-18)

Component / 1

Aircraft Component : Altimeter

Aircraft Reference : X

Problem : Malfunctioning

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 75

Experience.Flight Time.Type : 150

ASRS Report : 441568

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.ATC Equipment.Other ATC Equipment : MODE C

Independent Detector.Other.ControllerA : 962

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ON CHK-IN WITH MYF TWR AT THE GOLF COURSE, MYF TWR RPTED OUR MODE C INDICATED 1700 FT MSL. THE CLASS B AIRSPACE BEGINS AT 1500 FT MSL. OUR ALTIMETER INDICATED 1480 FT MSL AT THE TIME THE MYF TWR CTLR SAID HE SHOWED US AT 1700 FT MSL. WE DSNDED TO 1400 FT MSL INDICATED AND HE THEN RPTED US AT 1400 FT MSL. 2 F18'S PASSED IN FRONT AND APPROX 300 FT ABOVE US. THEY WERE IN SIGHT AND NO EVASIVE ACTION WAS REQUIRED.

Synopsis :

A PA12 HAS AN NMAC WITH 2 F18'S WHILE DISCUSSING THE SAN CLASS B PENETRATION WITH MYF CTLR, 8 MI N OF MZB, CA.

Time

Date : 199907

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GSB.Airport

State Reference : NC

Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 150

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 48

Experience.Flight Time.Type : 400

ASRS Report : 441634

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Provided Flight Assist

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD FLOWN IN THE FLT SCHOOL ACFT FROM GWW, NC, TO ISO, NC. I GAVE A LESSON IN THE MORNING TO THE STUDENT. I ARRIVED AT ISO AT XA00Z AND WE TOOK OFF FOR HIS FLT LESSON ABOUT XB30. THE WX WAS VFR WITH A CEILING OF ABOUT 1800 FT. THE LESSON WAS UNEVENTFUL AND I DEPARTED ISO FOR GWW ABOUT XC30. I PLUGGED GOLDSBORO INTO THE HANDHELD GPS AND THE RADIAL OFF KINSTON VORTAC LEADING TO GOLDSBORO INTO THE SINGLE VOR RECEIVER. AFTER LEAVING THE KINSTON CLASS D AIRSPACE, I CONTACTED SEYMOUR JOHNSON APCH FOR RADAR ADVISORIES AND WAS IN CONTACT WITH THEM UNTIL ABOUT 10 MI OUT, THEY SAID THE ARPT WAS 9 MI AND 12 O'CLOCK AND TO ADVISE GWW IN SIGHT. I WAS WATCHING THE GPS AND THE VOR INDICATOR AND SAW THE ARPT A BIT TO THE L OF WHERE I THOUGHT I OUGHT TO BE. I ADVISED SEYMOUR THAT I HAD THE ARPT, THEY SWITCHED ME TO ADVISORY FREQ, TOLD ME TO SQUAWK VFR AND I BID THEM, WHAT I THOUGHT WOULD BE, GOOD DAY. I SET UP FOR A DOWNWIND ENTRY TO RWY 23 AND THINGS DEFINITELY DID NOT SEEM RIGHT WHEN I SPOTTED A KC135 PARKED ON THE APRON AS I WAS ON FINAL. I ABORTED THE LNDG, IMMEDIATELY RECONTACTED SEYMOUR APCH (I DIDN'T READILY HAVE THE TWR FREQ AT HAND), AND CONFESSED TO MY INTRUSION INTO THEIR AIRSPACE. THEY POLITELY SUGGESTED A VECTOR TO GWW AND ASKED ME TO CALL ON LNDG, WHICH I DID. THE CAUSES OF THIS BLUNDER WERE: 1) I ENTERED GSB INTO MY GPS INSTEAD OF GWW. 2) I NEVER CHKED THE VOR RECEIVER IN THE C150 I WAS FLYING FOR ACCURACY. 3) THE LOW CEILING PREVENTED ME FROM BEING AT AN ALT THAT WOULD HAVE MADE IT POSSIBLE TO EASILY DISCERN GOLDSBORO FROM SEYMOUR. 4) THE C150 WAS NOT IFR CERTIFIED SO THAT I COULD NOT MAKE THE FLT UNDER IFR. 5) I WANTED THAT LARGE ARPT TO BE GWW AND SO I MADE MYSELF BELIEVE IT WAS, THOUGH ALL KINDS OF RED FLAGS WERE WAVING AT ME. 6) THE CTLR AT SEYMOUR APCH WAS PERHAPS A TRAINEE AND WHILE IT WAS NOT HIS OBLIGATION TO TELL ME, HE COULD SEE THAT I WAS FLYING TOWARD SEYMOUR STRAIGHT AS AN ARROW! 7) I WAS IN A HURRY TO GET BACK TO GWW FOR AN APPOINTMENT. TO PREVENT THIS KIND OF ERROR, I WILL IN THE FUTURE BE MORE CAREFUL ABOUT ENTERING DATA INTO THE GPS AND TRUSTING IT AFTER I DO SO. THE SAME HOLDS TRUE FOR THE VOR, WHICH I SHOULD HAVE CHKED FOR ACCURACY BEFORE LEAVING GWW IN THE FIRST PLACE. I WILL MAKE SURE THAT WHAT I AM SEEING AND HEARING IS REALLY WHAT IS TRUE AND NOT WHAT I AM EXPECTING.

Synopsis :

A COMMERCIAL INST RATED PLT FLYING A C150 INADVERTENTLY ENTERED GSB AIRSPACE WITHOUT PROPER CLRNC.

Time

Date : 199907

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport

State Reference : MO

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : T75.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 91

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 16

ASRS Report : 442110

Person / 2

Function.Controller : Approach

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FLYING AT 2500 FT ALONG V44 FROM ENL INBOUND TO SUS. FIRST TRIP NEAR CLASS B AIRSPACE SINCE GETTING PPSEL IN MAY/99. CONTACTED STL APCH 40 MI E OF STL AND WAS CLRED THROUGH CLASS D AIRSPACE OVER BLV/SCOTT AFB AND PARKS/DOWNTOWN. CONTINUED TOWARD SUS WAITING FOR CTLR TO GIVE ME HDG. THEN CTLR TOLD ME TO STAY S OF I64/US40 TO AVOID CLASS B AIRSPACE. I IMMEDIATELY TURNED S WHILE OVER FORREST PARK. CTLR THEN HANDED ME OFF TO SPIRIT TWR. I WAS UNSUCCESSFUL AT GETTING A STL TERMINAL AREA CHART FROM THE FBO I RENTED AIRPLANE FROM. I GOT ONE IN ST LOUIS AND IT SHOWS THE FLOOR OF THE CLASS B TO BE 2000 FT (2000-8000 FT) OVER FORREST PARK. BECAUSE I WAS UNFAMILIAR WITH THE VISUAL LANDMARK BOUNDARIES OF THE CLASS B AIRSPACE AND DID NOT HAVE THE TERMINAL AREA CHART (ONLY THE SECTIONAL) AND BECAUSE I EXPECTED THE CTLR TO TELL ME DIRECTIONS TO THE ARPT LIKE MY EXPERIENCE DURING TRAINING IN EVANSVILLE, I INADVERTENTLY INTRUDED INTO CLASS B AIRSPACE. LEAVING ST LOUIS WAS MUCH EASIER BECAUSE OF SEEING WHERE THE LANDMARKS WERE, AS WELL AS BEING MORE COMFORTABLE WITH THE AREA. IF GOV AGENCY WOULD PUT MAPS UP ON THE INTERNET, HAVING THE CORRECT CHART WOULD BE A LOT EASIER.

Synopsis :

NEW PVT PLT ENTERS CLASS B AIRSPACE WITHOUT CLRNC. WAS NOT CARRYING VFR TERMINAL AREA CHART.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1201 To 1800

Place

State Reference : OR

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 680

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 100

ASRS Report : 442360

Person / 2

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolutive Action.Flight Crew : Exited Penetrated Airspace

Resolutive Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

VFR FLT STARTING FROM WA31 TO DLS. CALLED THE FSS WX RECORDING PRIOR TO DEP, LISTENED TO THE RECORDINGS FOR SEATTLE AREA, RTE SEA-PDX, PDX-PDT THROUGH THE GORGE, AND EASTERN WASHINGTON. NO INFO ABOUT FIRE. DID NOT FILE A FLT PLAN OR SPEAK WITH A BRIEFER. DEPARTED, CLBED TO ON TOP THROUGH A BREAK IN CLOUDS, THEN HDG SE. CLOUDS WERE SCATTERED ON E SIDE OF CASCADES AND DSNDED. FLEW S ALONG FOOTHILLS, W OF YAKIMA. CALLED SEA FSS (YAKIMA RCO) FOR UPDATED WX AT THE DALLES. NO MENTION OF THE FIRE TEMPORARY RESTR. 15 MI NW OF LTJ, SAW THE SMOKE AND FLEW OVER TO INVESTIGATE, DSNding FROM APPROX 5500 FT MSL. A FEW MI OUT, SAW THE FIRE FIGHTER, AND THEN SAW THE TWIN CTling THE AREA. DSNDED TO 3800 FT TO BE WELL CLR OF THE TWIN (AT 4500 FT) AND BEGAN TO EXIT AREA. WAS MONITORING DLS CTAF. TWIN FLC CONTACTED ME ON THAT FREQ AND TOLD ME TO LEAVE THE AREA AND THAT I HAD FLOWN THROUGH RESTR (NO CALL WAS MADE EARLIER TO TRY AND PREVENT ME FROM ENTERING).

Synopsis :

A PIPER PA32 PLT FLEW THROUGH A TEMPORARY RESTR AREA WITHOUT A CLRNC NEAR DLS.

Time

Date : 199907

Day : Wed

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CVG.Airport

State Reference : KY

Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : CVG.TRACON

Make Model : Golden Eagle 421

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3500

Experience.Flight Time.Last 90 Days : 40

ASRS Report : 443380

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I CONTACTED CLRNC DELIVERY AT LUNKIN FIELD, CINCINNATI, AND ADVISED THEM THAT MY PLANE WAS A GOLDEN EAGLE, THAT I WANTED TO DEPART VFR, THAT MY HEADING WOULD BE 315 DEGS, AND THAT I WOULD CRUISE AT 6500 FT. AT SOME POINT, ATC ASKED ME OF MY DEST ARPT. I WAS CLRED FOR TKOF ON RWY 21, AND ADVISED TO MAINTAIN RWY HEADING. AT SOME DISTANCE FROM LUNKIN FIELD, I WAS TURNED ON COURSE. WHILE INSIDE OF THE LUNKIN CLASS D AIRSPACE, I ENTERED THE CINCINNATI CLASS B AIRSPACE. I WAS FULLY EXPECTING LUNKIN TWR TO HAND ME OFF TO CINCINNATI APCH, HOWEVER THAT DID NOT HAPPEN. I EVALUATED THE SIT, AND PRESUMED THAT AS I UNDERSTAND AIM PARAGRAPH 3-2-4.G.1, THAT I WAS TO BE IN CONTACT WITH LUNKIN TWR (THE SECONDARY TWR), DUE TO THE COINCIDENTAL AIRSPACE. I HAVE SINCE STUDIED THE SIT, AND REALIZE THAT I WAS ERRONEOUS IN MY UNDERSTANDING OF THIS SIT. I AM A CURRENT MULTI-ENG FLT INSTRUCTOR, AND ATTEND ANNUAL RECERTIFICATION REQUIRED BY THE INSURANCE COMPANY ON THE CESSNA 421 I FLY. THE MAJORITY OF FLTS I UNDERTAKE ARE ON IFR FLT PLANS, WHEREIN THIS SORT OF OCCURRENCE WOULD NOT HAVE OCCURRED. SOMEHOW, THE SUBTLE SIGNIFICANCE OF CONTACTING CLRNC DELIVERY, VFR, AND NOT AUTOMATICALLY BEING GIVEN DEP SVC SLIPPED BY ME THAT DAY. THE SAME GUYS THAT SEND ME ON MY WAY IFR, ON THE SAME FREQ, APPARENTLY (AND WITHIN FAA PROCS) TURNED ME ON COURSE AND SUBSEQUENTLY IGNORED ME. IT IS INTERESTING THAT AN ARRIVING VFR ACFT IS ASSUMED TO BE REQUESTING ADVISORIES, WHILE A DEPARTING ONE IS ASSUMED TO NOT BE MAKING SUCH A REQUEST. MY CONCERN IS THAT IN SPITE OF MY CURRENCY, AND MY ATTN TO FLYING, THAT THIS SUBJECT (THE FACT THAT VFR DEPS MUST ASK FOR ADVISORIES) WASN'T IN MY THOUGHTS AT THE TIME I DEPARTED LUNKIN THAT DAY. I AM DISMAYED, THAT APPARENTLY THE LUNKIN TWR, KNOWING MY COURSE, ALT CLBING TO, AND HAVING DIRECTED ME IN A WAY WHICH PLACED ME FURTHER INTO CLASS C AIRSPACE, APPARENTLY GAVE UP ON ME WITHOUT SO MUCH AS A FURTHER WORD. HAD THE LUNKIN TWR (LET ALONE ADVISING ME TO CONTACT DEP) MERELY SAID, 'LEAVING LUNKIN AIRSPACE.' I WOULD HAVE PICKED UP ON THE FACT THAT I WASN'T BEING FOLLOWED. WHILE I BELIEVE THE AIM SUPPORTS THE APPEARANCE THAT MY FAILURE TO CONTACT CINCINNATI APCH WAS MY SHORTCOMING, I ALSO BELIEVE THAT THE LUNKIN TWR, FULLY COGNIZANT OF MY INTENTIONS, ALLOWED ME TO BLUNDER INTO CINCINNATI CLASS C AIRSPACE. I KNOW THAT AS THE PIC I AM RESPONSIBLE, YET I AM CURIOUS AS TO WHY GIVEN THE NATURE OF MY FLT, LUNKIN TWR WOULD NOT BE REQUIRED TO PROVIDE SEPARATION SVCS UNLESS I SPECIFICALLY REQUEST OTHERWISE. IT SEEMS TO ME, THAT AT ALL OTHER TIMES, THAT IS UPON CONTACTING ATC, THIS WOULD BE THE CASE. I AM NOT SPECIFICALLY QUESTIONING LUNKIN TWR, RATHER I QUESTION THE PROC OF NOT OFFERING SEPARATION UNLESS IT IS REQUESTED. THIS SEEMS TO ME LIKE IT SHOULD BE THE OTHER WAY AROUND. UNLESS DEFINITE STEPS ARE TAKEN TO INCLUDE AWARENESS OF THIS FACT IN TRAINING AND RECURRENT TRAINING SYLLABUS, I PREDICT THIS AIRSPACE INCURSION BY OTHER PLTS WILL BE LIKELY.

Synopsis :

CORPORATE C421 PLT PENETRATES CVG CLASS B EXPECTING XFER OF CTL SVC FROM LUK TWR TO CVG APCH CTL.

Time

Date : 199907

Day : Tue

Local Time Of Day : 0601 To 1200

Place

State Reference : WI

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : MSN.TRACON

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 681

Experience.Flight Time.Last 90 Days : 46

Experience.Flight Time.Type : 206

ASRS Report : 443617

Person / 2

Function.Observation : Observer

Experience.Flight Time.Total : 1385

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Type : 847

ASRS Report : 443474

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Assigned Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

A SERIOUS VIOLATION OF MADISON, WI, CLASS C AIRSPACE BY APPROX .4 NM AT ABOUT 2000 FT MSL. WE WERE ON A PLANNED CAP TRAINING/DEMONSTRATION FLT. WE'D FILED A ROUND ROBIN VFR FLT PLAN WITH GREEN BAY FSS, WAUSAU TO PORTAGE AND BACK. I ABSOLUTELY HAD NO INTENTION OF GOING NEAR MADISON, SO DID NOT TUNE IN APCH. WE RECEIVED A SURPRISE ADDITIONAL TRAINING ASSIGNMENT. WHERE'S THAT? WE WERE TOLD APPROX 18 NM ON THE 310-315 DEG RADIAL OF THE 108.6 VOR. WHILE INTERCEPTING +/-2000 FT MSL I NOTICED 4.6 NM ON THE DME AND TURNED AWAY. AFTER LNDG AT PORTAGE (C47) WE HAD A BAD TIME TELEPHONING MSN. NEED TO BE MORE VIGILANT. NOT AGAIN! NEED TO TAKE MORE TIME TO REORIENT AND PLAN, BEFORE DEPARTING YOUR KNOWN POS FOR A NEW ONE! SHOULD HAVE, AND COULD HAVE, SIMPLY FLOWN THE 18 NM ARC AROUND TO THE 315 DEG RADIAL AREA FROM THE +/-340 DEG RADIAL I WAS ON VERSUS THE MIND SET OF GOING TO THE VOR AND BACK OUT. THE CAP IS ALL SAFETY. I ATTEND VARIOUS SAFETY MEETINGS YRLY, AND READ SUCH PUBLICATIONS AS AOPA PLT, FLYING, NASA/ASRS CALLBACK, IFR REFRESHER, ETC. I'VE BROUGHT UP MY MISTAKE WITH FELLOW PLTS AND IT HAS BEEN WELL DISCUSSED. MUST KEEP TRYING AND LEARNING.

Synopsis :

C182 PLT INCURRED MSN CLASS C AIRSPACE.

ACN: 443620

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : O90.TRACON

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

ASRS Report : 443620

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTING FROM OAKLAND, I FOLLOWED INSTRUCTION FROM ATC TO AVOID TFC -- HDG 080 DEGS, CLB 4500 FT. I AM NOT SURE THAT I WAS CLRED TO CLASS B SFO, WHEN I REALIZED, IN MY CLB, THAT I COULD HAVE BEEN IN CLASS B, BY CHKING MY ALT AND DME. I WAS AT 17 DME, BUT ABOVE 3000 FT. SINCE TFC WAS BUSY, INSTRUCTIONS WERE CONFUSING AND I WASN'T SURE OF MY POS.

Synopsis :

ATX CARGO ACFT MAKING A DOWNWIND DEP CLBS INTO SFO CLASS B WITHOUT CLRNC. PLT CANNOT BE SURE OF HIS POS WHEN CLBING EBOUND.

Time

Date : 199907

Day : Wed

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TTN.Airport

State Reference : NJ

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 301

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 200

ASRS Report : 443699

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WHILE FLYING FROM SMQ DIRECT PNE, I BECAME DISORIENTED. I WAS CRUISING AT 1500 FT MSL TO REMAIN BELOW THE CLOUDS. I BEGAN A SLOW TURN TO THE R TO LOOK FOR A LANDMARK TO NAV BY. I GLANCED TO MY L AND NOTICED AN ARPT WITH A CTL TWR ABOUT 5 SM AWAY. I DETERMINED THAT THIS WAS THE TRENTON/MERCER ARPT AND BEGAN AN IMMEDIATE CLBING TURN TO AVOID ANY FURTHER OR POSSIBLE VIOLATION OF THEIR AIRSPACE. I BELIEVE THAT WX CONTRIBUTED TO THE INCIDENT BY FORCING ME TO REMAIN AT A LOW ALT TO AVOID CLOUDS. COMPLACENCY ALSO ALLOWED ME TO FLY WITHOUT MAKING FREQUENT ENOUGH POS CHKS. I AM STILL NOT CERTAIN IF I HAD VIOLATED THE TTN CLASS D AIRSPACE BECAUSE OF THE DISORIENTATION -- I AM NOT SURE OF THE EXACT POS OF THE ACFT.

Synopsis :

A VFR PA38-181 PLT ON A DIRECT PILOTAGE FLT ENTERS THE CLASS D AIRSPACE AT TTN, NJ.

Time

Date : 199907

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : AEX.Airport

State Reference : LA

Altitude.MSL.Single Value : 4000

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 160

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 30

ASRS Report : 443940

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Turbulence

Anomaly.Inflight Encounter : Wake Turbulence

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Exited Adverse Environment

Resolutory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CLRED R3801B-C AND R3804A WHILE VFR FROM PIB TO DRI, TWRING TSTMS PUSHED ME 15 NM N OF INTENDED COURSE. WORKED MY WAY BACK S ALONG EDGE OF MASSIVE TSTM LOCATED OVER LA31. DID NOT KNOW I HAD VIOLATED RESTR AIRSPACE UNTIL POE BECAME VISIBLE BTWN CLOUDS. IMMEDIATELY TURNED S OUT OF AREA AND LANDED AT DRI.

Synopsis :

LOW TIME GA PLT VFR WITH NO FLT PLAN ENCOUNTERS TURB AND TSTMS AND PENETRATES PROHIBITED AREA NEAR AEX.

Time

Date : 199907

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DTO.Airport

State Reference : TX

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Aircraft / 2

Controlling Facilities.TRACON : D10.TRACON

Make Model : Small Transport, Low Wing, 2 Turboprop Eng

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 930

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 100

ASRS Report : 444161

Person / 2

Function.Instruction : Trainee

Experience.Flight Time.Total : 10

Experience.Flight Time.Last 90 Days : 10

Experience.Flight Time.Type : 10

ASRS Report : 444162

Person / 3

Function.Controller : Approach

Person / 4

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

MY ACFT WAS ON AN INST TRAINING FLT WITH A STUDENT 5 NM W OF THE DENTON, TX, ARPT. WE HAD BEEN MANEUVERING BTWN 2000-3500 FT MSL. THE TEMP WAS 37 DEGS C AND THE CONVECTIVE TURB FROM HEAT THERMALS WAS MODERATE. I FELT THAT THE ACFT HAD PROCEEDED TO THE S AND DID NOT WANT TO ENTER CLASS B AIRSPACE WITHOUT A CLRNC. I DIRECTED MY STUDENT TO MAKE A TURN TO A 350 DEG HDG, AND UPON CLBOUT BELOW 3000 FT MSL, I OBSERVED A TWIN ENG COMMUTER PLANE TO MY L DSNDING ON A 120 DEG HDG ABOVE AND AHEAD OF MY ACFT. I FEEL THAT THERE WAS GREATER THAN 500 FT VERT SEPARATION AND GREATER THAN 1000 FT HORIZ SEPARATION BTWN THE ACFT. MY STUDENT WAS WEARING A VIEW LIMITING DEVICE AND SAW NOTHING, SO I NOSED OVER MY ACFT TO MAKE SURE A CONFLICT WOULD NOT OCCUR. I ALSO FEEL THAT I DID NOT ENTER CLASS B AIRSPACE AT ANY TIME. UPON RETURN TO DENTON, I WAS INFORMED THAT AN APCH CTLR HAD CALLED, AND I PROMPTLY RETURNED HIS CALL TO IMMEDIATELY DISCUSS HIS CONCERNS.

Synopsis :

GA FLT INSTRUCTOR AND STUDENT ENCOUNTER MODERATE TURB AND AVOID NMAC WHILE ATTEMPTING TO STAY BELOW DFW CLASS B AIRSPACE.

Time

Date : 199907

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SEA.Airport

State Reference : WA

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Cessna 340/340a

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1350

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 75

ASRS Report : 445210

Person / 2

Function.Controller : Departure

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAVE FLOWN INTO AND OUT OF BFI AT LEAST 20 TIMES IN THE PAST 1 1/2 YRS, AND AM NOT TOTALLY UNFAMILIAR WITH THE DEP PROCS FROM THERE, BUT ON JUL/XA/99, WHILE DEPARTING RWY 31L TO THE NW ENRTE TO FRIDAY HARBOR, I CLBED TO AN ALT OF 1700 FT TO STAY UNDER THE FLOOR OF CLASS B AIRSPACE AT 1800 FT FOR THE FIRST 5-6 MI AFTER DEPARTING. WHILE CLBING, I WAS ATTEMPTING TO OBTAIN VFR ADVISORIES FROM SEA DEP BUT WAS HAVING DIFFICULTY OBTAINING THE FREQS AND RECEIVING THE HDOF FROM THE TWR. I NOTICED MY ALT HAD CLBED TO 2000 FT, BUT WAS UNSURE OF MY DISTANCE FROM BOEING AND THUS, UNSURE IF I WAS CLR OF CLASS B AIRSPACE. I DSNDED BACK BELOW 1800 FT TO CORRECT ANY POTENTIAL VIOLATION OF CLASS B AIRSPACE AND EVENTUALLY OBTAINED VFR ADVISORIES AND CLRNC TO OPERATE IN CLASS B AIRSPACE, AND PROCEEDED ON MY WAY WITHOUT INCIDENT.

Synopsis :

A COMMERCIAL RATED ATX PLT FLYING A C340 NEAR BFI INADVERTENTLY ENTERS SEA CLASS B AIRSPACE WITHOUT PROPER CLRNC.

Time

Date : 199907

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.ATC Facility : HECC.ARTCC

State Reference : FO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : HECC.ARTCC

Make Model : DC-10 10

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 9000

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 1500

ASRS Report : 445216

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Second Officer

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

SCHEDULED ACR FLT FROM LFPG, FRANCE, TO HUEN, AFRICA. ENRTE, FLEW THROUGH LIBYA AIRSPACE IN WHICH MY CARRIER HAS NO AUTH TO FLY OVER. NO ACTION WAS TAKEN FROM LIBYA. CAUSE OF MIX-UP WAS LAST MIN FLT PLAN CHANGE BY MY COMPANY TO AVOID AN ATC DELAY.

Synopsis :

AN ACR FLC FLYING A DC10 FREIGHTER FROM LFPG TO HUEN INADVERTENTLY PENETRATES LIBYAN AIRSPACE.

Time

Date : 199908

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FTG.Airport

State Reference : CO

Altitude.MSL.Bound Lower : 7000

Altitude.MSL.Bound Upper : 7500

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 1314

Experience.Flight Time.Last 90 Days : 34

Experience.Flight Time.Type : 14

ASRS Report : 445354

Person / 2

Function.Instruction : Trainee

Experience.Flight Time.Total : 800

Experience.Flight Time.Last 90 Days : 3

Experience.Flight Time.Type : 200

ASRS Report : 445350

Person / 3

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

WE HAD USED DEN APCH FOR VECTORS FROM APA TO FRONT RANGE ARPT TO DO SOME PRACTICE INST APCHS. WE WERE VECTORED AT 7500 FT MSL. APCH WAS BUSY AND MY STUDENT HAD ASKED THEM TO REPEAT CALLS A COUPLE OF TIMES (DUE TO TRYING TO TUNE AN OLD ANALOG ADF RECEIVER). SO AFTER THE FIRST ILS RWY 26 APCH, WE ELECTED TO NOT RETURN TO DEN APCH. (THEY HAD SAID 'RADAR SVCS TERMINATED, FREQ CHANGE APPROVED.') WE WANTED TO DO THE PUBLISHED MISSED APCH, WHICH CALLS FOR A CLBING L TURN TO 7100 FT. (IT ALSO CALLS FOR A CLB STRAIGHT AHEAD TO 6000 FT BEFORE TURNING, BUT THAT WOULD HAVE TAKEN US INTO THE DEN APCH CORRIDOR FOR THE N/S RWYS. SO I HAD HIM INITIATE THE L TURN PRIOR TO REACHING 6000 FT.) BECAUSE HE HAD TROUBLE TRACKING THE GS, AND BECAUSE WE HAD BEEN VECTORED AT 7500 FT, I ASKED HIM TO CLB TO 7500 FT BEFORE CHKING THE DEN CLASS B AIRSPACE TERMINAL AREA CHART. THE FLOOR OF THE CLASS B AIRSPACE WAS 7000 FT. THERE WERE 2 PROBS. FIRST WAS THAT I SHOULD HAVE CHKD THE TERMINAL AREA CHART FOR THE FLOOR OF THE CLASS B AIRSPACE BEFORE REQUESTING THAT MY STUDENT CLB TO THAT ALT. THE SECOND PROB IS THAT THE PUBLISHED 'MISSED APCH' PROC TAKES YOU INTO CLASS B AIRSPACE. TFC PATTERN ALT AT FTG IS 6500 FT. MANY PLTS USE THE TECHNIQUE OF OVERFLYING THE ARPT 500 FT ABOVE TFC PATTERN ALT TO CHK THE WINDSOCK. YOU COULDN'T DO THIS AT FTG WITHOUT GETTING INTO THE CLASS B AIRSPACE. BOTH OF THESE POINTS (MISSED APCH PROC, OVERFLYING) SUGGEST THAT THE CLASS B AIRSPACE SHOULD BE AT LEAST 500 FT HIGHER.

Synopsis :

INSTRUCTIONAL FLT ENTERS CLASS B AIRSPACE WITHOUT CLRNC ON A PRACTICE ILS MISSED APCH AT UNDERLYING ARPT.

Time

Date : 199908

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PWK.Airport

State Reference : IL

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PWK.Tower

Controlling Facilities.Tower : UGN.Tower

Make Model : Learjet 31

Person / 1

Function.Flight Crew : First Officer

Experience.Flight Time.Total : 4300

Experience.Flight Time.Last 90 Days : 120

Experience.Flight Time.Type : 70

ASRS Report : 445570

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 445561

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE APPROX 9-10 MI N OF PWK ENRTE TO UGN. I WAS FLYING AND HAD LEVELED THE ACFT AT 3500 FT MSL. WE WERE ADVISED ALMOST IMMEDIATELY AFTER LEVELING OFF TO DSND BELOW 3000 FT TO REMAIN CLR OF THE ORD CLASS B. (ADVISORY CAME FROM PWK TWR.) THE DSCNT TO 3000 FT WAS MADE IMMEDIATELY. WE BELIEVED OURSELVES TO BE IN COMPLIANCE BECAUSE THE CLASS B SHELF IS 3600 FT OVER NORTHBROOK VOR, WHERE WE THOUGHT WE WERE. WE WERE NOT ABLE TO POSITIVELY IDENT NORTHBROOK AS WE HAD BEEN VECTORED AROUND TFC, THEN ADVISED TO GO DIRECT -- AS SUCH, IT WASN'T IN THE FMS OR IN NAV #1 OR #2. FOR THIS SHORT A TRIP, I BELIEVE IT WOULD BE WISE TO LEAVE ALL FIXES IN THE FMS TO AID IN SITUATIONAL AWARENESS.

Synopsis :

LEARJET 31 FLC DIRECTED TO DSND BY ATC DUE TO POSSIBLE INCURSION INTO THE FLOOR OF THE ORD TCA.

ACN: 445601

Time

Date : 199908

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : IXD.Airport

State Reference : KS

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 229

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 13

ASRS Report : 445601

Person / 2

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Other : Exited Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ENROUTE FROM LAWRENCE, KS, TO RICHARDS-GEBAUR ARPT IN KANSAS CITY. I INADVERTENTLY ALLOWED MY COURSE TO DRIFT TOO FAR S, WITHIN 3 MI OF NEW CENTURY ARPT. AT 3500 FT, I WAS WITHIN IXD'S CLASS D AIRSPACE BY 100 FT. I IMMEDIATELY CLBED ABOVE 3600 FT AND TURNED N, ATTEMPTING TO CONTACT THE CTL TWR AT IXD. NO RESPONSE. I LATER DISCOVERED THAT THE TWR AT IXD HAD CHANGED FREQS FROM THOSE PUBLISHED ON MY TERMINAL AREA CHART. I BELIEVE HAVING THE SUN DIRECTLY IN MY EYES IN AN AIRPLANE WHICH IS DESIGNED WITH NO SUN VISORS CONTRIBUTED TO MY PROB, THOUGH INATTN TO DETAIL IS THE MAIN CULPRIT. I WILL PAY MORE ATTN TO THE FUTURE, AND HOPE THAT I CAUSED NO ONE ANY INCONVENIENCE.

Synopsis :

PVT PLT OF A SOCATA TAMPICO INADVERTENTLY ENTERED CLASS D AIRSPACE AND THEN EXITED AT ONCE BY CLBING TO A HIGHER ALT.

Time

Date : 199908

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HEF.Airport

State Reference : VA

Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Trainee

Function.Controller : Approach

Function.Controller : Radar

ASRS Report : 445880

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT X CALLED ATC. I ISSUED VFR SQUAWK CODE AND ASKED REQUEST. I NOTICED CODE CHANGE, SO THAT HE WAS LEAVING IAD AIRSPACE AND TOLD HIM TO ENTER VFR FLYWAY AND SQUAWK VFR. HE WAS VERY HARD TO UNDERSTAND. A BETTER COMMAND OF ENGLISH LANGUAGE WOULD HELP. TALKING MORE PLAINLY.

Synopsis :

VFR ACFT X CALLED RPTR AS IT WAS LEAVING IAD AIRSPACE. RPTR TOLD ACFT X TO PROCEED VFR. LANGUAGE BARRIER SEEMED TO BE THE PROB.

Time

Date : 199908

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport

State Reference : CA

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : IMC

Component / 1

Aircraft Component : Vacuum System

Aircraft Reference : X

Problem : Failed

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 240

Experience.Flight Time.Last 90 Days : 54

Experience.Flight Time.Type : 47

ASRS Report : 446581

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Assigned Or Threatened Penalties

Consequence.FAA : Investigated

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS RETURNING FROM SACRAMENTO ON A XCOUNTRY FLT GOING BACK TO LONG BEACH. THE WX HAD BEEN FINE ALL THROUGHOUT THE TRIP. IT WAS THEN ABOUT XA00 AND GETTING DUSKY WHEN I WAS CLOSE TO VAN NUYS. THE SOCAL APCH CTLR TOLD ME TO STAY W OF THE VNY ARPT, WHICH I HAD STAYED WELL CLR OF IT. I WAS GETTING FLT FOLLOWING THROUGHOUT THE ENTIRE TRIP. A FEW MINS LATER, THE CTLR TOLD ME TO SQUAWK VFR AND THAT RADAR SVCS WERE TERMINATED. I WAS THEN RIGHT OVER A MOUNTAIN RANGE CRUISING AT 3500 FT, HOMING IN TO SMO VOR. I WAS GOING TO TAKE THE SMO 312 DEG RADIAL SPECIAL FLT RULES AREA TO PASS THROUGH THE LAX CORRIDOR, WHICH I HAD DONE NUMEROUS TIMES BEFORE. UPON REACHING THE MOUNTAIN PASS, I SAW A MARINE LAYER COVERING THE GND AND WATER AS FAR AS I COULD SEE. I WAS TRYING TO TRACK THE SMO 312 DEG RADIAL AND THEN A LARGE JET WAS APCHING MY WAY TO LAND AT VNY ARPT. I TURNED AND MADE A QUICK DSCNT TO GET OUT OF ITS PATH. AFTER IT HAD PASSED, I TURNED AND CLBED BACK UP TO 3500 FT TO CONTINUE TRACKING THE SMO 312 DEG RADIAL. THEN, I FOUND MYSELF OFF COURSE AND COULDN'T SEE ANYTHING BELOW ME. I HAD NO IDEA IF I WAS OVER LAND OR WATER. I SAW A FEW OTHER PLANES FLYING IN THE VICINITY OF LAX. DUE TO THE MARINE LAYER, I COULDN'T SEE LAX, BUT I KNEW IT WAS SEVERAL MI AWAY. I THOUGHT IT WOULD BE THE BEST IDEA TO CONTACT SOCAL AGAIN AND GET A CLRNC THROUGH THE CLASS B AIRSPACE, AND ALSO MAKE AN ILS APCH INTO LGB. SINCE I COULDN'T SEE WHAT WAS BELOW ME FOR GND REF, I WASN'T SURE IF I WAS ALREADY IN CLASS B AIRSPACE OR NOT. I DIDN'T THINK THAT I WAS. AFTER CONTACTING SOCAL, I WAS CLRED THROUGH THE AREA AND RADAR VECTORED TO LGB. I WAS FLYING A NO-GYRO APCH AS THE AIRPLANE'S VACUUM SYS WENT OUT DURING FLT. I HAD TO RELY HEAVILY ON THE MAGNETIC COMPASS FOR NAV. I THOUGHT I DID WHAT WAS FEASIBLE AND NECESSARY UNDER THE CONDITIONS I WAS UNDER. IT WAS THEN ON THE DOWNWIND LEG OF THE APCH THAT I WAS INSTRUCTED BY SOCAL TO CALL A SOCAL SUPVR REGARDING ENTRANCE INTO CLASS B AIRSPACE. WITHIN 30 MINS OF LNDG, I CALLED THE SOCAL SUPVR AND GAVE HIM MY INFO AND EXPLAINED WHAT HAD HAPPENED. HE SAID THAT I WAS IN CLASS B AIRSPACE RIGHT OVER THE MARKER BEACONS OF LAX AND THAT IT WAS IN ABOUT THE WORSE AREA TO BE IN. I CAN'T CONFIRM THAT, AS I COULDN'T SEE ANYTHING DOWN BELOW. THAT WAS THE REASON WHY I CONTACTED SOCAL INITIALLY. HE THEN SAID I'LL BE CONTACTED BY FSDO IN A COUPLE OF WKS. ALL I CAN DO NOW IS WAIT.

Synopsis :

INST RATED PVT PLT BECAME DISORIENTED DURING A XCOUNTRY FLT WHEN FLYING OVER AN UNDERCAST AS IT BECAME DARK. AFTER CONTACTING APCH CTL, ATC PROVIDED A FLT ASSIST AND GAVE HIM NO GYRO VECTORS TO DEST SINCE HIS VACUUM SYS HAD FAILED. HE ALSO LEARNED THAT HE HAD ENTERED CLASS B AIRSPACE OVER THE LAX MARKER BEACONS.

Time

Date : 199908

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : A90.TRACON

State Reference : MA

Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC

Person / 1

Function.Instruction : Trainee

Function.Flight Crew : Single Pilot

Person / 2

Function.Instruction : Instructor

Experience.Flight Time.Total : 2000

Experience.Flight Time.Last 90 Days : 150

ASRS Report : 446636

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Approach

Person / 5

Function.Other Personnel : FSS Specialist

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Provided Flight Assist

Consequence.Other : Company Review

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE STUDENT PLT WAS SCHEDULED TO FLY HIS FINAL XCOUNTRY FLT TO COMPLETE THE SOLO REQUIREMENTS FOR PVT PLT CERTIFICATION. I CHKD THE PREFLT PLANNING AND PREPARATION PRIOR TO SIGNING HIM OFF FOR THE 53 MI FLT FROM LAWRENCE, MA, TO KEENE, NH. THE PLANNING APPEARED ADEQUATE AND ACCURATE FOR THE FLT, SO I GAVE THE REQUIRED ENDORSEMENT. ABOUT 45 MINS AFTER THE STUDENT WAS DUE TO ARRIVE IN KEENE, I RECEIVED A PHONE CALL FROM THE LCL FSS AND WAS INFORMED THAT THE ACFT HAD NOT ARRIVED AT ITS DEST. THIS CALL WAS FOLLOWED BY CALLS FROM THE BOSTON TRACON AND MANCHESTER APCH CTL. THE STUDENT, IN TRYING TO FIND HIS WAY, HAD PENETRATED BOTH THE BOS CLASS B AND THE MHT CLASS C AIRSPACE. HE THEN CONTINUED TO THE DEST BUT DID NOT LAND. HE RETURNED TO LAWRENCE WITH THE HELP OF MHT APCH CTLRS. AN EXTENSIVE DEBRIEFING OF THE STUDENT AFTER THE INCIDENT REVEALED THE FOLLOWING ERRORS AND PROBS. AFTER TKOF FROM LAWRENCE, HE BECAME SO PREOCCUPIED WITH COM, OPENING HIS FLT PLAN, AND OTHER DUTIES THAT HE LOST TRACK OF BOTH HIS POS AND DIRECTION OF FLT. DISCOVERING THAT HE WAS INSIDE THE BOS CLASS B, HE MADE A 180 DEG TURN TO THE N. THIS WAS DONE IN AN ATTEMPT TO FIND LANDMARKS AND RETURN TO THE REQUIRED HDG FOR THE FLT. IN DOING SO, HOWEVER, HE FOUND THAT HE HAD OVERCOMPENSATED AND ENDED UP IN THE MHT AIRSPACE. COMPOUNDING THE PROB WAS ATTEMPTING TO USE THE INCORRECT PROC TO CONTACT FSS THROUGH THE USE OF THE VOR FREQS. AFTER DECIDING TO RETURN TO HOME BASE, THE STUDENT SOLICITED THE ASSISTANCE OF MHT APCH AND LANDED WITHOUT FURTHER INCIDENT. DURING THE DEBRIEFING AFTER THE INCIDENT, IT WAS DISCOVERED THAT THERE WERE SEVERAL DEFICIENCIES IN THE STUDENT'S TRAINING AT THE HANDS OF HIS FORMER INSTRUCTOR THAT CONTRIBUTED TO THE PROB. THESE DEFICIENCIES ARE IN THE PROCESS OF BEING CORRECTED THROUGH CONTINUING TRAINING. SPECIFICALLY, COM PROBS INCORRECT DEAD RECKONING PROCS, RADIO NAV PROCS, AND THE IMPROPER USE OF THE FLT LOG WERE DISCOVERED TO BE INCOMPLETE OR MISUNDERSTOOD BY THE STUDENT. THIS INCIDENT MIGHT HAVE BEEN PREVENTED IF I HAD CALCULATED THE COURSES AND TIMES MYSELF WITH THE SAME INFO USED BY THE STUDENT. IN THIS WAY, ERRORS MAY HAVE BEEN DETECTED. ALSO, A MORE INTENSIVE BRIEFING BEFORE DEP, INCLUDING DEP PROCS, COMS AND NAV MAY HAVE PREVENTED THE STUDENT FROM BECOMING LOST. AS CHIEF PLT AT THE FBO WHERE THE STUDENT IS TRAINING, IT IS MY INTENT TO MAKE IT SOP FOR ALL INSTRUCTORS TO RECALCULATE DEAD RECKONING NAV AND THOROUGHLY BRIEF ALL STUDENTS ON PROCS AND OPS PRIOR TO GIVING ANY ENDORSEMENTS FOR XCOUNTRY FLTS.

Synopsis :

SOLO STUDENT PLT BECOMES DISORIENTED AND PENETRATES CLASS B AND CLASS C AIRSPACE. ATC CTLRS PROVIDE ASSISTANCE RESULTING IN SUCCESSFUL RETURN TO DEP STATION.

ACN: 447430

Time

Date : 199908

Day : Sat

Local Time Of Day : 0601 To 1200

Place

State Reference : CA

Altitude.MSL.Single Value : 300

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 670

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 530

ASRS Report : 447430

Person / 2

Function.Controller : Local

Person / 3

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Resolutory Action.Flight Crew : Exited Penetrated Airspace

Resolutory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED MYF VFR AND DID A L DOWNWIND DEP. ON CLBOUT I WAS ISSUED A TA AND DIVERTED S THEN BACK TO AN EASTERLY HEADING FOLLOWING V66. I THEN ASKED FOR AND RECEIVED A FREQ CHANGE TO SEE TWR. UPON CONTACTING SEE I WAS ISSUED ADDITIONAL TFC AND ADVISED TO TURN N. I TURNED S TO PASS THE TFC ON THE R. SHORTLY AFTER DOING SO SEE SAID I WAS IN THE (SAN DIEGO) CLASS B. I WAS AT 3100 FT AT THE TIME, BUT I BELIEVE I WAS PAST THE POINT WHERE THE FLOOR OF THE CLASS B GOES TO 3500 FT. AFTER REVIEWING THE GPS TRACK, I DID GET TO THE MZB 087 DEG RADIAL, BUT CANNOT DISCERN FROM THE CHART EXACTLY WHERE THE LINE BTWN THE CLASS B FLOOR OF 3000 FT AND 4800 FT IS, SO I MAY HAVE VIOLATED THE CLASS B. THE SAN DIEGO TAC IS VERY UNCLR WHERE THOSE ZONES ARE, SO I AM STILL UNSURE IF I VIOLATED OR NOT. THE AREA BTWN MZB 084 DEGS AND THE PGY 286 DEGS OF THE CLASS B IS NOT DOCUMENTED WELL ON THE CHART. IN RETROSPECT, I SHOULD HAVE TAKEN A R DOWNWIND DEP AND FLOWN DIRECTLY OVER SEE.

Synopsis :

PIPER PLT ENTERS CLASS B INADVERTENTLY.

Time

Date : 199908
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MSP.Airport
State Reference : MN
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 70
ASRS Report : 447500

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

WHILE NAVING WITH A TERMINAL CHART IN HAZY CONDITIONS, I SAW A GND REF POINT THAT TOLD ME I MAY HAVE BEEN TOO CLOSE TO MSP ARPT. SO I IMMEDIATELY TURNED AWAY FROM THE ARPT TO AVOID ANY CTLED AIRSPACE.

Synopsis :

A LAKE PLT ENTERED MSP CLASS B AIRSPACE WITHOUT CLRNC.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : UGN.Airport

State Reference : IL

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Marginal

Person / 1

Function.Instruction : Instructor

Experience.Flight Time.Total : 470

Experience.Flight Time.Last 90 Days : 30

ASRS Report : 448110

Person / 2

Function.Instruction : Trainee

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON A NIGHT TRAINING FLT WITH A STUDENT, I WAS FLYING NW OF UGN. THERE WAS 5 SM VISIBILITY WITH THICK HAZE. I FLEW SE, BUT I DID NOT REALIZE WHAT MY POS WAS FROM UGN, BECAUSE I WAS DISTR BY MY STUDENT'S QUESTIONS FOR A FEW MOMENTS. I THEN LOOKED DOWN AND RECOGNIZED VISUAL LANDMARKS AND I KNEW I HAD PENETRATED UGN CLASS D AIRSPACE WITHOUT ESTABLISHING RADIO COMS. I WAS LEVEL AT 2500 FT MSL AND UPON RECOGNIZING MY POS, I TURNED SW IN ORDER TO EXIT THE AIRSPACE AS QUICKLY AS POSSIBLE. TIME AT ENTRY WAS APPROX XB53Z. AT EXIT OF CLASS D AIRSPACE WAS APPROX XB35Z. THERE WAS NO EVIDENCE OF OTHER AIR TFC AND THERE WAS NO TFC CONFLICT. I LANDED THE ACFT AT PWK ARPT ABOUT 15 MINS LATER (AC15 LCL). ACFT WAS A C172R.

Synopsis :

A CFI AND STUDENT PLT IN A C172 ENTERS THE CLASS D AIRSPACE OF UGN, IL.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PRB.Airport

State Reference : CA

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 85

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 85

ASRS Report : 448111

Person / 2

Function.Observation : Passenger

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING UP THE CALIFORNIA COASTLINE, I DIVERTED EASTWARD UPON REACHING LAKE NACIAMENTO DUE TO CLOUD COVER, WITH THE INTENTION OF LNDG AT PASO ROBLES ARPT. UPON DIVERTING, I NOTICED MIL EQUIP BELOW, AND DOUBLECHKED MY MAP. SURE ENOUGH, I HAD PENETRATED A RESTR AREA OVER CAMP ROBERTS. MY PREFLT PLANNING HAD INCLUDED REVIEW OF RESTR AREAS ALONG OUR FLT PATH, BUT I DID NOT NOTE THAT THERE WAS A SMALL RESTR AREA TO THE E. UPON DIVERTING, I LOOKED AT THE MAP, BUT DID NOT SEE THE RESTR AREA. AFTER SEEING THE MIL EQUIP, I LOOKED AGAIN AND SAW IT. AFTER PENETRATING, I CONTINUED ALONG MY CURRENT HDG, AS THE RESTR AREA WAS ONLY 2 MI WIDE AT THAT POINT AND I WAS ALREADY 1/2 WAY THROUGH. THERE DID NOT APPEAR TO BE ANY ACTIVITY ON THE GND, OR IN THE AIR. A CONTRIBUTING FACTOR IS THAT I ALLOWED MY PAX TO HOLD THE MAPS AND SUGGEST POSSIBLE RTES. I DID POINT OUT AREAS TO AVOID, BUT NEITHER OF US PICKED UP ON CAMP ROBERTS. MY REVIEW ONCE AIRBORNE WAS CURSORY AND FOCUSED ON DETERMINING THE PROPER HDG TO PRB ARPT ONCE THE DECISION TO DIVERT WAS MADE.

Synopsis :

PVT PLT IN A C172 PENETRATES R2504 WHILE DIVERTING TO PRB, CA.

Time

Date : 199909

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : FL

Altitude.MSL.Bound Lower : 4000

Altitude.MSL.Bound Upper : 8000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 26000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 2000

ASRS Report : 448440

Person / 2

Function.Controller : Radar

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

FILED DAB DIRECT 2945/08145 DIRECT M79. CLRNC RECEIVED AND READ BACK: TO M79 VIA CRG 178 DEG RADIAL, ROYES, AS FILED.... I FLEW THAT CLRNC. AFTER PASSING ROYES INTXN, FLYING DIRECT TO 2945/08145, CTR ADVISED MY CLRNC WAS ROYES/CRG AS FILED. I ASKED IF I SHOULD PROCEED OR TURN BACK TO CRG. THEY SAID THEY WOULD CHK. NO DIRECTION WAS GIVEN AND THEY SAID TO CONTINUE (PASSING OVER R2903A) I BELIEVE THAT CLRNC SHOULD HAVE BEEN WORDED 'TO M79 VIA RADAR VECTORS, ROYES, V267, CRAIG, AS FILED, THEN I WOULD HAVE UNDERSTOOD THAT 'CRAIG' WAS A FIX TO BE FLOWN TO, NOT A VOR THAT THE '178 DEG RADIAL' ORIGINATED FROM.

Synopsis :

PLT OF A LANCAIR, LNC4 FLEW THROUGH RESTR AIRSPACE DURING IFR FLT DUE TO MISUNDERSTANDING FLT PLAN CLRNC.

ACN: 449295

Time

Date : 199909

Day : Sun

Local Time Of Day : 0601 To 1200

Place

State Reference : NV

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 431

Experience.Flight Time.Last 90 Days : 24

ASRS Report : 449295

Person / 2

Function.Other Personnel : Unicom Operator

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : FAA

Narrative :

ON SEP/XA/99, I WAS ON A VFR XCOUNTRY FLT FROM GRASS VALLEY, CA, TO ROCK SPRINGS, WY. WE PLANNED TO MAKE REFUELING STOPS AT RENO STEAD ARPT AND AT ELKO, NV. I RECEIVED A COMPLETE (STANDARD) WX BRIEFING FROM FSS FOR THE ENTIRE FLT FROM THE RANCHO MURIETTA FSS AT APPROX XA00 ON THE DAY OF THE FLT. SINCE I WAS AWARE OF THE SPECIAL EVENT TAKING PLACE SOME TIME PREVIOUSLY, I SPECIFICALLY ASKED THE BRIEFER TO INCLUDE ANY NOTAMS OR RESTRS AFFECTING STEAD FIELD. I DID NOT CONSIDER CONTACTING RENO FSS BECAUSE AS AN IAP FIELD, I EXPECTED NOTAMS CONCERNING TEMPORARY TWRS AND ARPT CLOSURE TO BE WIDELY DISTRIBUTED TO OTHER FSS'S. THE BRIEFER SPECIFICALLY INDICATED THAT THERE WERE NO NOTAMS FOR STEAD FIELD WHATSOEVER, SO I PROCEEDED WITH MY PLAN TO USE STEAD FIELD AS A REFUELING STOP. UPON ARR IN THE STEAD AREA, WE WERE GIVEN AN ARPT ADVISORY ON THE UNICOM FREQ (122.8) AND TOLD TO RPT DOWNWIND. WE MADE POS RPTS IN THE PATTERN AND LANDED UNEVENTFULLY. APPROX 1 1/2 HRS LATER, WE PREPARED FOR TKOF AND DID NOT MAKE AN ADDITIONAL CALL TO FSS. DURING OUR FUELING AND STAY AT THE FBO, THERE WAS NO COM NOTICED BY ME THAT A TEMPORARY TWR WAS IN OP, OR THAT THE ARPT OPS WERE BEING RESTR. UPON START-UP, I CALLED UP THE UNICOM FREQ (122.8) WITH MY INTENTION OF TAXIING FOR TKOF, BUT RECEIVED NO RESPONSE. I MADE 4 ADDITIONAL CALLS ON UNICOM ANNOUNCING MY INTENT AND POS ON THE AIRFIELD WITH NO RESPONSE. ONE OF THOSE CALLS WAS FROM MY HAND-HELD WHICH CONFIRMED THAT MY RADIOS WERE ALL FUNCTIONING PROPERLY. AT THIS TIME I BELIEVED THAT NON TWR OPS WERE IN PROGRESS, AND SOMEBODY FORGOT TO MONITOR THE UNICOM FREQ AT THE ARPT. THERE WAS SOME LOW LEVEL CIRCUIT FLYING TAKING PLACE, SO I WAITED ABOUT 7-8 MINS UNTIL THERE WAS A BREAK IN THE TFC, AND THEN TOOK OFF ON RWY 8 MAKING POS RPT PRIOR TO AND DURING DEP ON 122.8. AFTER DEP, I WAS CONTACTED ON 122.8 WITH THE INFO THAT I VIOLATED FAA RESTR AIRSPACE, AND THAT THE ARPT WAS CLOSED UNTIL XG00. I PROVIDED MY FULL CALL SIGN AND HOME BASE TO THE PERSON ON 122.8 AND WAS TOLD TO 'HAVE A GOOD FLT.' WHEN I QUERIED THE PERSON ON THE UNICOM WHY THIS INFO WAS NOT AVAILABLE DURING MY 5 PREVIOUS CALLS ON THIS FREQ, HIS RESPONSE WAS THAT THE CLOSURE WAS INDICATED ON THE AWOS FREQ. I IMMEDIATELY SWITCHED OVER TO AWOS AT THIS TIME, AND THE RECORDING DID INDICATE THAT A TEMPORARY TWR WAS IN OP ALL DAY. IT, HOWEVER, DID NOT INDICATE A UNIQUE TWR FREQ, NOR DID IT MENTION THE ARPT BEING CLOSED UNTIL XG00. THIS INCIDENT REINFORCED MY BELIEF THAT PLTS SOMETIMES HAVE TO GO TO EXTREME LENGTHS TO GET 'ALL AVAILABLE INFO' ABOUT A FLT. EXCEPT FOR NOT CHKING AWOS PRIOR TO DEP, I FELT THAT THE STEPS I TOOK TO OBTAIN INFO ABOUT THIS FLT WERE WHAT A REASONABLE PLT WOULD DO. MY CONCERN IS THAT AFTER CHKING WITH FSS, ON THE RAMP, AND ON CTAF ON DEP, I STILL DID NOT HAVE SUFFICIENT INFO ABOUT ARPT CLOSURE MEANS THAT A POTENTIALLY UNSAFE CONDITION EXISTS FOR OTHER TRANSIENT PLTS. MY RECOMMENDATIONS FOR CORRECTIVE ACTION ARE THE FOLLOWING: 1) PLT EDUCATION ABOUT THE CRITICAL FUNCTION OF AWOS FREQS, WHERE IT DOES NOT PROVIDE JUST WX INFO, BUT INFO ABOUT AIRSPACE RESTRS NOT DISTRIBUTED BY NOTAMS. 2) FSS TO PROVIDE BETTER DISTANT NOTAMS ABOUT ARPT CLOSURE, TEMPORARY TWR, ETC -- ESPECIALLY WHEN CONCERNING A HIGH PROFILE ARPT SUCH AS STEAD FIELD, AND ESPECIALLY WHEN THE FIELD CONTAINS INST APCHS. 3) IF THE TEMPORARY TWR AT STEAD RELIES ON AWOS TO DISTRIBUTE OPS INFO, THE RPT COULD BE MUCH MORE INFORMATIVE WITH ARPT CLOSURE TIMES, AND FREQ INFO FOR PLTS TO CONTACT TWR WITH QUESTIONS. 4) ARPT MGMNT COULD BE PROGRESSIVE IN PLACING HIGHLY VISIBLE NOTICES TO PLTS ABOUT RESTRS IN OPS. SECONDLY, HAVING GND PERSONNEL BE INFORMED DURING REFUELING TRANSIENT ACFT JUST TO ENSURE EVERYONE IS AWARE OF THE RESTR. 5) MOST IMPORTANTLY, BECAUSE IF RECOMMENDATIONS 1-4 STILL FAIL, UNICOM FREQ SHOULD BE CONTINUALLY MONITORED BY APPROPRIATE STAFF DURING PERIODS OF ARPT CLOSURE OR SPECIAL ACTIVITY. THIS WOULD ALLOW ANY UNWARY PLT TO BE TURNED AWAY BEFORE CAUSING A POTENTIALLY DANGEROUS AIRSPACE TRANSGRESSION.

Synopsis :

AN INST RATED PLT FLYING A PA28 INTO STEAD, NV, LANDS HIS ACFT WHILE A NOTAM IS IN EFFECT CLOSING THE ARPT.

Time

Date : 199909

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : NC

Altitude.AGL.Bound Lower : 500

Altitude.AGL.Bound Upper : 1000

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1500

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 70

ASRS Report : 449339

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS HIRED TO FLY A PHOTOGRAPHER ON A MISSION OVER FLOOD-STRICKEN FRANKLIN, VA, AND ROANOKE RAPIDS. A 'SELF BRIEF' WAS CONDUCTED WITH A COMMERCIAL WX TERMINAL AND EVERYTHING LOOKED FINE FOR THE PROPOSED FLT. THE FLT WAS COMPLETED AND ON MY WAY BACK TO ORF, I HEARD COMPANY TFC REQUEST A CLRNC THAT WAS DENIED DUE TO A TEMPORARY FLT RESTR. THAT GOT ME THINKING. I USED ATC FLT FOLLOWING FROM ORF TO FKN, TERMINATED AND CONTINUED TO RZZ FOR MORE PICTURES. ON THE WAY BACK, I CONTACTED ZDC WITHIN THE RESTR AREA BUT WAS TOLD TO GO BACK TO SQUAWKING VFR AND TO CONTACT ORF APCH. NOTHING WAS MENTIONED OF THE TEMPORARY FLT RESTR. I CHKD DUATS WHEN I RETURNED AND DISCOVERED THAT I HAD BEEN IN THE TEMPORARY FLT RESTR AREA FOR SOME TIME DURING THE FLT. I WILL NEVER RELY ON BRIEFING TERMINALS FOR UP-TO-DATE FDC NOTAMS AGAIN WITHOUT BACKUP FROM FSS OR A DUAT BRIEF.

Synopsis :

PLT OF A C172RG INADVERTENTLY PENETRATED A TEMPORARY FLT RESTR AIRSPACE DURING A PHOTO SHOOT.

Time

Date : 199909

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Altitude.MSL.Single Value : 8500

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 627

Experience.Flight Time.Last 90 Days : 47

Experience.Flight Time.Type : 382

ASRS Report : 449340

Person / 2

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued Alert

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative :

RPTR WAS IN CRUISE FLT, LEVEL 8500 FT MSL, VFR DIRECT FROM CCR TO CHESTER, CA (O05) ON RADAR FOLLOWING WITH ZOA. HAD BEEN VECTORED AWAY FROM BEALE AFB FOR AIRSHOW ACTIVITIES. APPROX 10 MINS LATER, ZOA CALLED TO REQUEST HOW WE HEARD CTR. WE RESPONDED 'LOUD AND CLR.' THEN ZOA ADVISED WE HAD PENETRATED A FIRE FIGHTING RESTR AREA SET UP ON THE 060 DEG RADIAL, CHICO VOR, 30 NM, 13 NM RADIUS. WE ESTABLISHED POS AND ADVISED ZOA OF L TURN TO CLR THE RESTR AREA, WHICH WE DID AT ONCE. REQUESTED RADAR VECTORS TO O05 CLR OF THE RESTR AREA. VECTOR RECEIVED AND FLT WAS COMPLETED WITHOUT OTHER EVENT. NO CONFLICTS OR OTHER ACFT OBSERVED OR HEARD ON ZOA FREQ. WE WERE UNAWARE OF THE RESTR IN THE AREA AND ENTERED IT UNINTENTIONALLY. THIS COULD HAVE BEEN AVOIDED BY MY OBTAINING A PREFLT BRIEFING (WHICH I DID NOT BECAUSE OF VFR CONDITIONS AND FAMILIARITY WITH THE RTE) OR TIMELY ADVICE FROM ZOA.

Synopsis :

PVT PLT OF BEECH BE35 BONANZA INADVERTENTLY PENETRATED TEMPORARY RESTR AIRSPACE DUE TO NOT KNOWING THE AREA HAD BEEN DESIGNATED BECAUSE OF A FOREST FIRE.

Time

Date : 199909

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LUK.Airport

State Reference : OH

Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 121.4

Experience.Flight Time.Last 90 Days : 11

Experience.Flight Time.Type : 10.2

ASRS Report : 449524

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAVE 2 SITS TO RPT AND BOTH DIRECTLY RELATE TO CINCINNATI CLASS B AIRSPACE. ISSUE #1 DEVELOPED IMMEDIATELY AFTER DEPARTING CINCINNATI LUNKEN FIELD. I DEPARTED ON RWY 21R AND WAS INSTRUCTED BY LUNKEN TWR TO MAKE A DEPARTING R TURN AND PROCEED TO THE N. IN ORDER TO GIVE SEPARATION FROM TFC IN THE PATTERN, I WANTED TO CLB ABOVE THE TFC PATTERN ALT. UNFORTUNATELY THERE IS NOT MUCH SPACE TO DO THIS TO THE W OF THE FIELD. WHILE WATCHING FOR TFC, I INADVERTENTLY CLBED TO AN ALT OF 2400 FT MSL BEFORE TAKING CORRECTIVE ACTION TO DSND TO 2100 FT. WHILE I AM QUITE SURE, ALTHOUGH NOT 100% SURE, THAT I DID NOT ENTER CLASS B AIRSPACE BY FLYING TOO FAR TO THE W, THIS EVENT SHOWED ME HOW EASILY AN INCURSION INTO THE CLASS B AIRSPACE COULD HAPPEN AROUND LUNKEN FIELD. THE CLASS B AIRSPACE JUST 2 MI TO THE W OF LUNKEN FIELD HAS A BASE OF 2100 FT, WHILE THE BASE IMMEDIATELY SURROUNDING LUNKEN IS 3500 FT. (THE CLASS D LUNKEN AIRSPACE HAS 4 DIFFERENT BASE LEVELS OF CLASS B AIRSPACE IN IT OR ABOVE IT). MY PLANE WAS NOT OUTFITTED WITH GPS, BUT I DID HAVE DME. UNFORTUNATELY, SINCE THE CVG VOR IS NOT ON THE FIELD, MY DME WAS USELESS IN THIS EVENT. I RECOMMEND MOVING THE VOR TO THE CVG FIELD TO BETTER AID PLTS IN LOCATING THE BOUNDARIES OF THE CLASS B AIRSPACE. THE SECOND ISSUE CONCERNS THE SUGGESTED VFR FLYWAYS ON THE VFR TERMINAL AREA CHART FOR CINCINNATI. THE NE FLYING LINES UP PERFECTLY WITH THE PARALLEL RWYS OF LUNKEN FIELD. THAT MEANS TFC IN AND OUT OF THE CINCINNATI AREA AND LUNKEN TFC IS USING THE SAME AIRSPACE. THANKS TO THE LUNKEN TWR FOR KEEPING WATCH. THEY RPTED TFC TO ME AT 12 O'CLOCK POS, AND I HAD TO TAKE EVASIVE ACTION TO AVOID THE INCOMING ACFT. THIS INCIDENT OCCURRED ON THE OUTER RIM OF THE CLASS D AIRSPACE AT APPROX 2700 FT. MY SUGGESTION WOULD BE TO MOVE THE NE FLYWAY SO THE LUNKEN TFC ISN'T ON THE SAME COURSE. UNTIL THESE ISSUES GET CORRECTED, I'M GOING TO AVOID LUNKEN FIELD.

Synopsis :

A PVT RATED PLT FLYING A C172 FROM LUK RPTS CONFUSION AND DIFFICULTY NAVING TO REMAIN CLR OF CLASS B AND CLASS D AIRSPACE.

Time

Date : 199909

Day : Wed

Local Time Of Day : 0601 To 1200

Place

State Reference : AZ

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Component / 1

Aircraft Component : GPS & Other Satellite Navigation

Aircraft Reference : X

Problem : Improperly Operated

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 9010

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 95

ASRS Report : 449901

Person / 2

Function.Instruction : Trainee

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON A MULTI ENG TRAINING FLT, WE WERE RETURNING TO GYR FROM TRAINING IN THE AREA OF P08 (COOLIDGE MUNICIPAL ARPT). THE STUDENT HAD CHOSEN 6500 FT MSL FOR THE ENRTE ALT. AT THE TIME HE ANNOUNCED THE ALT, I KNEW THIS WOULD BE A PROB APPROX 15 NM LATER, BUT ELECTED TO ALLOW HIM TIME TO REALIZE THE POTENTIAL INCURSION INTO PHX CLASS B AIRSPACE. I ADDITIONALLY DECIDED TO CORRECT THIS IN THE VICINITY OF OLBERG, AZ, WHICH WOULD HAVE ALLOWED US TIME TO DSCNT BELOW 6000 FT MSL WELL BEFORE 20 DME FROM PXR, WHERE THE FLOOR OF CLASS B AIRSPACE LOWERS TO 6000 FT MSL. THIS ACFT IS EQUIPPED WITH A GPS AND AUTOPLT, AND THE STUDENT ASKED ME TO EXPLAIN/DEMONSTRATE SOME OF THE FEATURES OF THE EQUIP TO HIM. AS THIS FLT WAS ONLY HIS SECOND FLT IN THE ACFT, I INSTRUCTED HIM ON ENGAGING THE AUTOPLT, AND THEN PROCEEDED TO EXPLAIN SOME OF THE MORE OFTEN USED FUNCTIONS OF THE GPS. AT THE BEGINNING OF THE FLT, I ALREADY HAD CREATED A 'FLT PLAN' FROM GYR TO ST JOHN'S INDIAN SCHOOL (A CHK POINT USED BY OUR TRAINING FACILITY) TO P08, AND RETURN VIA THE SAME RTE. I WAS PROGRAMMING THE VERT NAV, AND ENTERING THE REQUIRED RATE OF DSCNT, SO AS TO REACH ST JOHN'S INDIAN SCHOOL (APPROX 13 NM ESE OF GYR), WHEN I NOTICED OUR POS ROUGHLY 3 NM SE OF SUN LAKES, AZ. THE 'CUE' TO BEGIN DSCNT BY THE GPS HAD NOT ACTIVATED, AND WE WERE WATCHING THE GPS DISPLAY, BUT NOT MONITORING OUR POS. WHEN I REALIZED THAT WE WERE, IN FACT, INSIDE THAT SECTOR OF PHX CLASS B AIRSPACE AT THAT POS AND ALT, I IMMEDIATELY INSTRUCTED THE STUDENT TO DISENGAGE THE AUTOPLT, WHICH HE DID, AND I IMMEDIATELY EXITED CLASS B AIRSPACE. MY POS IN OUR COMPANY IS TRAINING INSTRUCTORS, WHO IN TURN, TRAIN FOREIGN STUDENTS. WE HAVE MANY ACFT OF THIS SAME MAKE/MODE/TYPE. THESE ARE THE FIRST ACFT OUR COMPANY PURCHASED LAST YR FOR ADVANCED TRAINING THAT HAVE THE GPS AND AUTOPLT. WE HAVE IDENTED THE 'PROB' ALREADY, AND HAVE CAUTIONED ALL INSTRUCTORS AND STUDENTS THAT EXTRA VIGILANCE IS NECESSARY WHEN INSTRUCTING ON, AND EXPERIMENTING WITH THE NEW 'TOYS.' TOO MUCH ATTN INSIDE OF THE COCKPIT -- ESPECIALLY IN VMC, AND WHEN NOT IN A 'CTLED' SIT -- WILL LEAD TO: 1) NOT USING ENOUGH ATTN OUTSIDE FOR SCANNING FOR OTHER ACFT, AND 2) NOT ADEQUATELY MONITORING OUR POS. I ALSO COMPLETED A COMPANY SAFETY RPT, AND THIS INCIDENT HAS BEEN INCLUDED BY OUR SAFETY OFFICER IN A SAFETY BRIEFING TO ALL INSTRUCTORS ON FRI/XA/00.

Synopsis :

A PIPER PA34 INSTRUCTOR PLT WAS DISTR AND ENTERED PHX CLASS B AIRSPACE WITHOUT CLRNC.

Time

Date : 199909

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CLE.Airport

State Reference : OH

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 2100

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 90

Experience.Flight Time.Type : 5800

ASRS Report : 450039

Person / 2

Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Overshoot

Anomaly.Inflight Encounter : Turbulence

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolutory Action.Flight Crew : Became Reoriented

Resolutory Action.Flight Crew : Exited Penetrated Airspace

Resolutory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I TOOK OFF UNDER VFR FROM BURKE LAKEFRONT ARPT, RWY 24L. TWR CLRED ME FOR A R TURNOUT AFTER TKOF BECAUSE I ADVISED I WAS VFR WBOUND. THE FLOOR OF THE CLE CLASS B AIRSPACE IN THAT AREA IS 1900 FT MSL AND I INTENDED TO LEVEL OFF AT 1800 FT. USING A HAND-HELD VFR GPS (GARMIN), I PLANNED TO FLY AROUND THE INNER CORE UNTIL I WAS SW OF CLE AND COULD PROCEED DIRECT TO LUK ARPT. AS RPTED AND FORECASTED, THERE WAS TURB AT THE LOW ALTS AND I DISCOVERED I HAD CLBED ABOVE THE 1900 FT FLOOR AND WAS AT 2100 FT MSL. I BELIEVE IT WAS FOR A VERY BRIEF PERIOD -- PROBABLY CONSIDERABLY LESS THAN 1 MIN -- AND I IMMEDIATELY DSNDDED BACK TO 1800 FT. I THINK THE FOLLOWING CONTRIBUTED TO THIS EVENT: 1) FATIGUE -- I HAD BEEN IN CONFERENCES FOR 3 DAYS AND HAD SLEPT POORLY FOR SEVERAL NIGHTS. 2) INSUFFICIENT ATTN -- SITUATIONAL AWARENESS IN A CRITICAL PHASE OF FLT. 3) COMPLEXITY OF THE AIRSPACE SYS. 4) TURBULENT WX AND THERMAL ACTIVITY. 5) LACK OF EFFECTIVE TRIM (PITCH TRIM) TECHNIQUE. I DID NOT INSURE THAT THE AIRPLANE WAS PROPERLY TRIMMED FOR LEVEL FLT. 6) BEING IN TOO MUCH OF A HURRY IN THE BEFORE TKOF CHK. I SHOULD HAVE 'REBRIEFED' MYSELF ON CLB AND HDG RESTRS OR SHOULD HAVE CONTACTED CLE DEP CTL FOR A CLRNC THROUGH THE AIRSPACE. AS AN FAA SAFETY PROGRAM MGR, I HAVE TAUGHT AND COUNSELED PLTS ON USE OF AND RESPECT FOR THE AIRSPACE. I'M DISMAYED AND EMBARRASSED THAT 'IT HAPPENED' TO ME. MAYBE I'LL BE MORE EFFECTIVE!

Synopsis :

AN FAA SAFETY PROGRAM MGR FLIES INTO THE CLASS B AIRSPACE WHEN HIS ACFT OVERSHOTS THE PLANNED LEVELOFF ALT 8 MI N OF CLE, OH.

Time

Date : 199910

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DHN.Airport

State Reference : AL

Altitude.MSL.Bound Lower : 1800

Altitude.MSL.Bound Upper : 7500

Environment

Flight Conditions : Mixed

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 30000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 110

ASRS Report : 451785

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : VFR In IMC

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I DEPARTED SELMA, AL. THE WX WAS 1900 FT BROKEN, 6 MI OF VISIBILITY. FLYING A SUKHOI-31 TO SOUTH FLORIDA. TKOF WAS ABOUT AM40Z. AS I PROGRESSED TO 15 NM W OF TROY ARPT WX STARTED TO LOWER. DOTHAN'S LAST HOME RPT WAS 700 FT OVCST 2 MI VISIBILITY. AS I APCHED 290 DEG FROM DOTHAN ARPT THE WX DROPPED TO 400 FT AGL AND VISIBILITY TO 2 NM. THE OVCST SHOWED BREAKS ABOVE AND HAD BEEN TOPS AT 2000 FT IN SELMA. I WAS 5 NM E OF CARL FOLSOM ARPT WHEN I WENT IMC ON A 170 DEG TRACK TO CLB ON TOP. DUE TO THE COCKPIT WORKLOAD IN THIS TYPE OF ACFT I WAS UNABLE TO CONTACT DOTHAN APCH. I MAINTAINED ABOUT A 160 DEG TRACK UNTIL I BROKE OUT ON TOP. I STAYED VMC AND CLBED UP TO APPROX 7000 FT TO GET AROUND SOME OF THE CLOUDS. THIS WAS APPROX 15 NM NW OF GENAVO, AL. AT 15-20 NM E OF GENAVO I WAS ABLE TO DSND THROUGH THE SCATTERED/BROKEN DECK TO CRUISE VMC BELOW THE DECK AT 2000 FT MSL WITH 6 MI VISIBILITY. DUE TO THE FACT I WAS IN AN UNSTABLE ACFT I WAS UNABLE TO USE THE RADIO AND CHANGE FREQS AND CONTACT DOTHAN APCH OR CTR. THE TIMES REFERRED TO ABOVE ARE APPROX. MODE C WAS ON AT ALL TIMES.

Synopsis :

A SUKHOI-31 ATP PLT ENTERS THE ROSE HILL MOA, IMC IN VFR FLT, WHEN UNABLE TO CONTACT DHN APCH CTLR FOR CLRNC. RPTR CITES INSTABILITY OF THIS ACROBATIC ACFT AS REASON FOR BEING NORAC TFC.

Time

Date : 199910

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : CO

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : Marginal

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON

Controlling Facilities.Tower : BJC.Tower

Make Model : Bonanza 35

Aircraft / 2

Controlling Facilities.TRACON : D01.TRACON

Make Model : Bonanza 35

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 30000

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1500

ASRS Report : 451964

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Flight Crew : Single Pilot

Events

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Weather

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 4

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Controller : Issued New Clearance

Consequence.FAA : Assigned Or Threatened Penalties

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

VFR FLT FROM HUT TO BJC. VMC ENRTE WITH BJC FORECASTING MVFR (1100 BROKEN P6) WITH LIGHT TO MODERATE ICING ABOVE 7000 FT. I DID NOT WANT TO FLY IFR BECAUSE MINIMUM ENRTE ALTS IN THE DENVER AREA ARE ABOUT 7000 FT. MY WIFE IS A LICENSED VFR PLT AND WAS PERFORMING PNF DUTIES. WE ASKED FOR AND RECEIVED RADAR ADVISORIES FROM DEN APCH AND GOT CLRNC THROUGH THE CLASS B AIRSPACE AT 5500 FT DIRECT TO BJC. MY WIFE COPIES BJC ATIS INFO AT 20 MI OUT (020 DEGS AT 7 KTS 15 D2 1300 FT BROKEN 2000 FT OVCST, ALTIMETER 30.28, 6/-1 ILS RWY 29R MODERATE RIME 2/20 CLOUD) AND WE WERE STILL WITH DEN APCH AT 6 MI OUT WITH GOOD VFR. I ASKED DEN APCH IF THEY WANTED US TO GO TO BJC TWR AND RECEIVED NO ANSWER. NOT WANTING TO PENETRATE BJC AIRSPACE WITHOUT RADIO CONTACT, I CALLED THEM ON VHF #2 AND RPTED MY POS AND INTENTION TO LAND. THEY IMMEDIATELY ADVISED ME THAT BJC WAS IFR (300 OVCST 1/4 MILE I BELIEVE) AND THAT I WAS ENTERING THEIR AIRSPACE. I IMMEDIATELY REVERSED COURSE, CALLED DEN APCH AGAIN, GOT AN IFR CLRNC AND RETURNED TO LAND WITH VFR CONDITIONS AGAIN EXISTING AT BJC. WE HAD HEARD ANOTHER BONANZA RPTING NO ICE IN THE CLOUDS AT 8000 FT, SO I CHANGED MY MIND ABOUT CLBING ABOVE THE FREEZING LEVEL IN ORDER TO GET AN IFR CLRNC. IN RETROSPECT, I BELIEVE MY DECISIONS WERE CORRECT. BJC WAS RPTING VFR WHEN WE GOT THE ATIS AND A MOMENTARY SNOW SHOWER CAUSED IMC. I HAD FLT FOLLOWING AND AM VERY FAMILIAR WITH THE AREA AROUND BJC SO MVFR FOR 1-2 MINS WAS NOT A SURPRISE.

Synopsis :

A BE35 PLT, FLYING VFR, PICKED UP THE ATIS AT BJC DESCRIBING VFR WX. WHEN HE CONTACTED THE TWR AT BJC, HE WAS TOLD THE ARPT HAD DETERIORATED TO IMC AND THAT HE HAD ENTERED THEIR AIRSPACE. THE PLT REVERSED COURSE AND REQUESTED AN IFR CLRNC FROM DEN TRACON. BY THE TIME THE RPTR RETURNED FOR LNDG, THE ARPT HAD IMPROVED TO VMC.

Time

Date : 199908

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 723

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 500

ASRS Report : 451968

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Other Spatial Deviation : Track Or Heading Deviation

Anomaly.Airspace Violation : Entry

Anomaly.Inflight Encounter : Birds

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Consequence.Other : Aircraft Damaged

Supplementary

Problem Areas : Aircraft

Problem Areas : Airspace Structure

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON AUG/THU/99, A STUDENT AND I WERE ON A NIGHT XCOUNTRY. A MAJOR OBJECTIVE WAS TRAINING WITHIN CLASS B AIRSPACE. WE WERE ENRTE FROM JYO, LEESBURG, VA, TO W29, STEVENSVILLE/BAY BRIDGE, MD. I CONTACTED IAD APCH FOR CLRNC. THEY 'HANDED OFF' TO DCA APCH, BUT DCA APCH WOULD NOT ACKNOWLEDGE OUR XMISSIONS AT ALL. WE TRIED REPEATEDLY TO SPEAK WITH THEM, BUT RECEIVED NOT EVEN AN ACKNOWLEDGMENT. WE WERE THEN FORCED TO NAV AROUND THE CLASS B BTWN BWI AND ANDREWS AFB, WHILE TRANSITIONING THE VFR FLYWAY. WE SUFFERED A BIRD STRIKE WHICH COVERED MY SIDE OF THE WINDSHIELD IN BIRD PARTS. THEN, WHILE TRYING TO RE-ESTABLISH VISUAL NAV, WE INADVERTENTLY ENTERED CLASS B AT BWI. I RECOMMENDED THAT ATC PROCEED WITH THE 'WASHINGTON TRACON' SO THAT ONCE SVC IS ESTABLISHED, SOME CONTINUITY CAN BE MAINTAINED.

Synopsis :

A RELATIVELY LOW-TIME CFI ON A TRAINING FLT, IS DENIED PERMISSION TO ENTER BWI CLASS B. ON THE ADJACENT VFR FLYWAY, HE SUFFERED A BIRD STRIKE, LOST VISUAL OUTSIDE CUES, AND INADVERTENTLY ENTERED BWI CLASS B.

Time

Date : 199910

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BUR.Airport

State Reference : CA

Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 160

Experience.Flight Time.Last 90 Days : 58

Experience.Flight Time.Type : 67

ASRS Report : 452410

Person / 2

Function.Flight Crew : Relief Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE FLYING A SURVEILLANCE MISSION, I ENTERED THE BUR ARPT CLASS C AIRSPACE WITHOUT RADIO CONTACT WITH BUR TWR. I HAD BEEN FLYING NBOUND OVER THE I-5 AT 1800 FT MSL, TALKING TO SOCAL APCH, AWAITING A CLASS B CLRNC. AS I CAME CLOSE TO THE HOLLYWOOD HILLS AREAS, LEAVING THE CLASS B AIRSPACE, I CANCELED MY REQUEST AND RADAR SVC WAS TERMINATED. I WAS ABOUT 1 MI FROM BUR'S SURFACE AREA, AND WHILE LOOKING AT MY CHART FOR THEIR TWR FREQ, I ENTERED THE CLASS C SURFACE AREA. I WAS 1 - 1 1/2 MI INSIDE WHEN I REALIZED MY MISTAKE. I AM A NEW PLT WITH THE LAW COUNTY ENFORCEMENT REGIONAL UNIT. ON THIS DATE I WAS WORKING WITH GND UNITS ENGAGED IN A MOBILE SURVEILLANCE. I WAS MONITORING OTHER ACFT IN THE AREA, MY GND UNITS AND COMMUNICATING WITH MY OBSERVER. I GOT BEHIND ON MY COCKPIT WORKLOAD. I BELIEVE MY INEXPERIENCE PLAYED A ROLE IN THIS VIOLATION. THERE WAS A FATIGUE FACTOR, DUE TO LONG HRS THIS WK. OUR CREW CONSISTS OF 2 PLTS, AND I SHOULD HAVE LET THE OTHER CREW MEMBER FLY WHILE I OBSERVED, DUE TO THE FATIGUE FACTOR. I AM IN TRAINING IN THIS POS, AND REQUESTED EXTRA FLYING HRS, WHICH IN THIS CASE WAS PROBABLY A POOR JUDGEMENT CALL.

Synopsis :

PLT OF A C182 INADVERTENTLY ENTERED CLASS C AIRSPACE DURING LAW ENFORCEMENT SURVEILLANCE.

Time

Date : 199910

Day : Thu

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : L18.Airport

State Reference : CA

Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC

Person / 1

Function.Oversight : PIC

Function.Instruction : Instructor

Experience.Flight Time.Total : 1700

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 50

ASRS Report : 452620

Person / 2

Function.Instruction : Trainee

Person / 3

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE NAVING BTWN 2 VORS (ON A VICTOR AIRWAY) WITH LORAN AS A BACKUP, MY ATTN WAS DIVERTED EXPLAINING A RELATED SUBJECT. I SOON REALIZED WE HAD DIVERTED SLIGHTLY W OF COURSE WITH R2503 NEARBY. ALTHOUGH ATC DIDN'T MENTION ANYTHING, I'M NOT SURE HOW CLOSE WE FLEW TO IT, NOT KNOWING THE EXACT ACCURACY OF THE VORS. I THOUGHT IT WAS BEST I FILE THIS JUST IN CASE WE ACCIDENTALLY PENETRATED THE RESTR AREA.

Synopsis :

PIPER PA28 ENTERS RESTR AIRSPACE UNINTENTIONALLY DUE TO THE INSTRUCTOR'S ATTN BECOMING DISTR WHILE GIVING INSTRUCTION TO HIS STUDENT.

ACN: 454000

Time

Date : 199910

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : WDG.Airport

State Reference : OK

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 400

Experience.Flight Time.Last 90 Days : 17

Experience.Flight Time.Type : 127

ASRS Report : 454000

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER FLYING E OF WOODRING ON A SBOUND HDG, ACFT MAY HAVE FLOWN THROUGH SE CORNER OF THE A562A ALERT AREA WHILE MAINTAINING VFR FLT CONDITIONS. WX WAS VERY VARIABLE WITH LARGE PATCHES OF MIST/FOG SEPARATED BY 5-10 MI OF VFR CONDITIONS BTWN THESE AREAS. CEILINGS VARIED FROM 1500-2000 FT AND WINDS WERE REAR QUARTERING FROM THE NE AT ABOUT 25 KTS.

Synopsis :

A C172 PLT RPTS POSSIBLE INCURSION INTO A562A AIRSPACE.

ACN: 454430

Time

Date : 199911

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ABE.Airport

State Reference : PA

Altitude.MSL.Single Value : 3200

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ABE.TRACON

Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1900

Experience.Flight Time.Last 90 Days : 40

Experience.Flight Time.Type : 38

ASRS Report : 454430

Person / 2

Function.Observation : Passenger

Person / 3

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX 3200 FT WHILE ENRTE FROM NH40 TO FDK, I ASKED A PAX, WHO HAD HELPED WITH NAV FOR MANY YRS, TO NOTIFY ME WHEN WE GOT TO WITHIN 20 MI OF ALLENTOWN CLASS C AIRSPACE, AS I WANTED TO CONTACT THEM FOR ADVISORIES. AFTER A FEW MINS, I ASKED TO SEE THE LATEST POS PLOT ON THE SECTIONAL. THE LATEST PLOT SHOWED US WITHIN 1 MI OF THE CLASS C BOUNDARY. I IMMEDIATELY TURNED 50 DEGS TO THE E TO AVOID ENTERING CLASS C AIRSPACE. I DO NOT KNOW IF I PENETRATED THE AIRSPACE. IN THE PAST, I HAVE FLOWN IN ACFT WITH SIDE-BY-SIDE SEATING. IT WAS EASIER FOR ME TO GLANCE AT THE SECTIONAL. IN THE HUSKY, WE HAD TO PASS THE MAP BACK AND FORTH. LESSON LEARNED IS TO NEVER DEPEND ON A NON PLT FOR HELP WITH CRITICAL NAV DECISIONS NO MATTER HOW MANY YRS OF EXPERIENCE THEY MAY HAVE.

Synopsis :

PLT OF A HUSKY A1 TANDEM SEATING ACFT BELIEVES THAT HE MAY HAVE PENETRATED CLASS C AIRSPACE DUE TO RELYING ON HIS PAX DOING THE NAV.

Time

Date : 199911
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : IWA.Airport
State Reference : AZ
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : IWA.Tower
Make Model : Golden Eagle 421

Person / 1

Function.Instruction : Instructor
Experience.Flight Time.Total : 900
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 30
ASRS Report : 454800

Person / 2

Function.Oversight : PIC
Function.Instruction : Trainee
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5000
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 1200
ASRS Report : 454805

Person / 3

Function.Controller : Local

Events

Anomaly.Other Spatial Deviation : Track Or Heading Deviation
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

BEFORE DEP FROM THE CHANDLER ARPT, I DECIDED WE SHOULD USE THE SID PROC IN ORDER TO GIVE US TIME TO CLB ABOVE THE PHX CLASS B AIRSPACE. THE DEP PROC IS BASICALLY DIRECT S TO THE STANFIELD VOR. ALTHOUGH WE WERE HEADED N, I FELT THAT A COUPLE OF EXTRA MINS WAS WORTH AVOIDING THE CLASS B AIRSPACE. UPON ARR AT THE ACFT I DISCUSSED THIS PLAN WITH THE OTHER PLT WHO INFORMED ME THAT IT WOULD BE BETTER TO DEPART TO THE N UNDER THE CLASS B AIRSPACE. I BELIEVE HIS REASONING WAS THAT IT WOULD SAVE TIME AND FUEL -- 2 THINGS WE WOULD BE SHORT ON DURING THIS LONG TRIP WITH SOME STIFF HEADWINDS. BY THIS TIME I WAS ALREADY IN THE ACFT AND HAD TO ORGANIZE A RTE QUICKLY SO WE COULD GET MOVING. LOOKING AT THE CHARTS, A TURN DIRECT TO THE WILLIAMS/GATEWAY VOR WOULD KEEP US CLR OF THE CLASS B AIRSPACE. ONCE WE WERE NEAR THE VOR, A TURN TO THE N WOULD ALLOW US SAFE PASSAGE TO THE N AROUND FALCON FIELD AND SCOTTSDALE. UNFORTUNATELY, IN MY HASTE TO KEEP US CLR OF THE CLASS B AIRSPACE, I NEGLECTED THE FACT THAT WILLIAMS CLASS D AIRSPACE OVERLAPS CHANDLER AND EVEN THAT WILLIAMS WAS CLASS D. AFTER DEP FROM THE RIGHT SWBOUND RWY WE WERE CLRED FOR AN IMMEDIATE L TURN AND FREQ CHANGE. THE FACT THAT WE WERE GIVEN THE FREQ CHANGE SO SOON AFTER DEP CAUSED AN ALARM TO GO OFF IN MY HEAD. I TOLD THE OTHER PLT TO LEVEL OFF AT 3500 FT MSL AND I CHKED MY CHARTS. BY THE TIME I REALIZED WHAT HAD OCCURRED WE WERE INSIDE THE W CORNER OF WILLIAMS AIRSPACE. I GAVE THE PLT AN IMMEDIATE TURN TO THE N AND I SWITCHED OVER TO WILLIAMS TWR. I ESTIMATE WE INCURRED THE AIRSPACE BY ABOUT 1/4 - 1/2 NM BASED ON THE GPS GND TRACK DISPLAY. IT SEEMED AS THOUGH WE WERE IN THE AIRSPACE AS QUICKLY AS WE WERE OUT OF IT. ONCE I WAS SURE WE WERE CLR, I GAVE THE OTHER PLT A TURNOUT E OF FALCON FIELD TO GATHER MY THOUGHTS. AFTER 1 MIN, I PICKED UP A CANAL THAT HEADED TOWARDS SCOTTSDALE AND WE TURNED DIRECT TO IT. I CONTACTED SCOTTSDALE TWR AND WE WERE CLRED TO PASS DIRECTLY OVER THE ARPT NBOUND. THE HUMAN FACTORS I HAVE IDENTED INCLUDE A LACK OF EXPERIENCE IN THIS ACFT, A LACK OF PLANNING ON MY PART, A LACK OF COM BTWN MYSELF AND THE OTHER PLT, AND THE PRESSURE OF TIME. FROM THIS EXPERIENCE I HAVE LEARNED THAT IT IS IMPORTANT TO TAKE SOME TIME IN PLANNING AND NEVER LET ANYTHING PRESSURE ME INTO HURRYING.

Synopsis :

C421 PLTS INCURRED IWA CLASS D AIRSPACE ON DEP IN THE PHX AREA.

ACN: 455384

Time

Date : 199911

Day : Sun

Local Time Of Day : 1801 To 2400

Place

State Reference : IN

Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : VMC

Aircraft / 1

Make Model : EMB-110 All Series

Person / 1

Function.Controller : Approach

ASRS Report : 455384

Person / 2

Function.Controller : Radar

Person / 3

Function.Oversight : PIC

Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : First Officer

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : ATC Human Performance

Narrative :

R3401A WAS HOT AT 10000 FT (NONSTANDARD ACTIVITY -- R3401 IS NEVER HOT AT THAT TIME OF NIGHT). THE E110 WAS ON AN IFR FLT PLAN YIP, VFR AT 4000 FT. ZID ADVISED R3401 WAS HOT AT OR BELOW 10000 FT. THE ACFT PENETRATED R3401A. THE FACTS ARE NOT IN DISPUTE. I, AS THE CTLR, AGREE IT HAPPENED. ALTHOUGH I CHKD ALL PERTINENT STATUS INFO AREAS BEFORE TAKING THE POS, I IGNORED THE DATA IN THE STATUS INFO AREA INDICATING R3401A WOULD BE HOT BECAUSE: 1) R3401A IS NEVER HOT AT THAT TIME OF NIGHT -- IF HOT ON EVENINGS, ONLY AT LOW ALTS. 2) MESSAGES DISTRIBUTED BY ARTCC'S HAVE BECOME INCREASINGLY ENCRYPTIC IN THEIR MEANINGS. INSTEAD OF STICKING WITH STANDARD DATA (IE, A HOT 240 UNTIL XA00 THEN COLD UNTIL XM00), MESSAGES DURING THE PAST 3 MONTHS HAVE BEEN (A-240 THEN COLD UNTIL FURTHER ADVISED). HARD TO UNDERSTAND, REQUIRING TIME CONSUMING PHONE CALLS TO PEOPLE WHOSE ATTITUDES SHOW DURING THE CALL (IE, 'WHAT A STUPID QUESTION!'). ADDITIONALLY, ZID INDICATED THEY WERE TRYING TO CALL BEFORE THE ACFT ENTERED THE RANGE. ZID DID NOT CALL. IF THEY MEANT THAT THE RANGE OFFICER IN R3401A WAS TRYING TO CALL, THIS IS POSSIBLE. HOWEVER, THE FAA HAS REMOVED THE DIRECT LINE TO ZID. IN MY OPINION, THIS MAY HAVE BEEN A FACTOR IN THE ERROR.

Synopsis :

APCH CTLR AT ZID ALLOWED AN E110 ACFT TO ENTER A RESTR AREA THAT WAS IN HOT STATUS.

Time

Date : 199911

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PHX.Airport

State Reference : AZ

Altitude.MSL.Bound Lower : 3800

Altitude.MSL.Bound Upper : 4500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : P50.TRACON

Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1850

Experience.Flight Time.Last 90 Days : 15

Experience.Flight Time.Type : 900

ASRS Report : 455840

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

INADVERTENTLY ENTERED THE PHX CLASS B AIRSPACE DURING DSCNT ON NBOUND HDG. PLT'S ATTN WAS DIVERTED FROM THE ALT CEILING OF THE CLASS B AIRSPACE (4000 FT) WHILE TRYING TO NAV AND CONTACT PHOENIX ATC TO REQUEST TRANSITION THROUGH VFR CORRIDOR. SATURATION OF THE APCH CTL FREQ WAS A CONTRIBUTOR TO THE PLT'S LACK OF ATTN TO THE CLASS B CEILING. ACFT PENETRATED CLASS B AT ABOUT 4500 FT AT 13 MI S OF PXR VOR. PLT CONTACTED PHX APCH CTL BUT BY THEN HAD ALREADY DSNDED TO 3800 FT.

Synopsis :

PLT OF A C172 INADVERTENTLY ENTERED CLASS B AIRSPACE WHEN TRANSITING THROUGH THE AIRSPACE AND WAS UNABLE TO OBTAIN CLRNC PRIOR TO ENTRY DUE TO FREQ CONGESTION.

Time

Date : 199912

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : MD

Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON

Make Model : M-20 Scotsman

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3240

Experience.Flight Time.Last 90 Days : 36

Experience.Flight Time.Type : 2866

ASRS Report : 456540

Person / 2

Function.Controller : Approach

Function.Controller : Radar

Events

Anomaly.Airspace Violation : Entry

Anomaly.Altitude Deviation : Crossing Restriction Not Met

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Resolatory Action.None Taken : Detected After The Fact

Consequence.FAA : Reviewed Incident With Flight Crew

Supplementary

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON A NIGHT VFR TRIP FROM ALLENTOWN, PA, TO RICHMOND, VA. I HAVE A GARMIN GPS MODEL 155 AND WAS USING THIS DEVICE FOR DIRECT FLT BTWN BOTH CITIES. IN MY PREFLT PLANNING, I DOUBLECHKED ALL SUA'S TO BE SURE I WOULD NOT FLY THROUGH ANY RESTR AIRSPACE. IT WAS A PARTICULARLY CLR NIGHT, NO RPTD WX OF ANY KIND, SO I ELECTED TO GO WITHOUT FLT FOLLOWING AT 10500 FT. THE FLT WAS UNEVENTFUL UNTIL LNDG IN RICHMOND WHEN I WAS ASKED TO CALL THE TWR. I WAS ASKED TO CALL BWI APCH CTL, WHO INFORMED ME I HAD VIOLATED RESTR AIRSPACE 4001A WHICH WAS ACTIVE. I WAS INSTRUCTED TO CALL THE RANGE OFFICER AT ABERDEEN PROVING GROUNDS WHO EXPLAINED TO ME THEY HAD TO STOP THEIR AERIAL BOMBING BECAUSE OF MY ACFT INTRUSION INTO THEIR AIRSPACE. NEEDLESS TO SAY, THIS WAS A GREAT INCONVENIENCE FOR THEM AND A HUMILIATING EXPERIENCE FOR MYSELF. THE NEXT DAY, I WENT BACK TO MY CHART L28/L27 TO SEE WHAT MISTAKE I HAD MADE. AT FIRST I STILL DIDN'T SEE MY ERROR AND THEN IT DAWNED ON ME. WHAT I SAW WAS 'UNLIMITED TO 10000 FT HIGHER BY NOTAM' WHEN ACTUALLY THIS WAS 2 LINES OF INFO 'UNLIMITED CONT XA00 - XB00' AND TO '10000 CONT XB00 - XA00.' I SIMPLY DID NOT READ FAR ENOUGH TO THE R TO SEE THE DIFFERENT TIMES FOR EACH ITEM. I HAVE REVIEWED MY CHARTING SKILLS FOR SUA IN DETAIL SINCE THIS INCIDENT TO PREVENT THIS FROM EVER HAPPENING AGAIN! I WOULD LIKE TO MAKE A SUGGESTION TO PREVENT SOMEONE ELSE FROM MAKING THIS SAME MISTAKE IN THE FUTURE. PUT A LINE BTWN EACH ITEM. THIS WOULD PREVENT ANYONE FROM EVEN REMOTELY MAKING THIS MISTAKE AGAIN. I REALIZE THAT IF I HAD BEEN MORE DILIGENT IN MY INITIAL READING OF THE CHART I WOULD NOT HAVE HAD THIS PROB. HOWEVER, ANYTHING THAT CAN BE DONE TO CLARIFY CHARTS IS TO EVERYONE'S BENEFIT.

Synopsis :

PLT OF MOONEY M20K INCURS RESTR AREA OVER PPM VOR.

Time

Date : 199912

Day : Mon

Local Time Of Day : 1201 To 1800

Place

State Reference : TX

Altitude.MSL.Bound Lower : 2000

Altitude.MSL.Bound Upper : 2300

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : D10.TRACON

Make Model : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 316

Experience.Flight Time.Last 90 Days : 14

Experience.Flight Time.Type : 72

ASRS Report : 457762

Person / 2

Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Exited Penetrated Airspace

Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

EVER HAVE ONE OF THOSE DAYS WHEN YOU JUST SHOULDN'T BE FLYING? THIS WAS ONE OF THOSE DAYS. MY FLT FROM GPM TO ADS HAD BEEN UNEVENTFUL, BUT UPON LEAVING ADDISON FOR LNC, ALL THAT CHANGED. IT SEEMED LIKE ALL I COULD DO WAS MADE ONE STUPID MISTAKE AFTER ANOTHER. CLBING OUT FROM ADDISON, I LOOKED AT MY DFW SECTIONAL, AND RECONFIRMED HOW CLOSE I WAS TO THE SURFACE AREA OF DFW'S CLASS B AIRSPACE. THEN, I REMEMBERED I HAD A DFW TERMINAL AREA CHART IN THE PLANE AND THAT MIGHT MAKE THE EXACT LIMITS OF THE DFW SURFACE AREA MORE CLR. SO I REACHED INTO THE POCKET I KEEP MY CHARTS IN, FOUND THE CHART, AND PROCEEDED TO OPEN IT UP. WHEN I LOOKED BACK AT MY ALTIMETER, I HAD CLBED ABOVE 2000 FT MSL AND WAS NOW CLRLY IN THE DFW CLASS B WITHOUT CLRNC. I IMMEDIATELY DSNDED OUT OF THE CLASS B. I CONTINUED LOOKING AT THE CHART AND AM STILL UNSURE WHETHER I BROKE THE LATERAL LIMITS OF THE CLASS B SURFACE AREA JUST S OF ADDISON. I HAD STARTED MY TURN TO THE E IN A TIMELY MANNER, BUT EVEN LOOKING AT THE CHART NOW, I'M NOT SURE WHETHER THE ROAD I WAS JUST S OF IS IN THE SURFACE AREA OF THE CLASS B AIRSPACE OR THE AREA WHICH STARTS AT 2000 FT MSL. WHEN I WAS CLRLY E OF THE DFW SURFACE AREA, I TURNED ON A SOUTHERLY HDG TO PROCEED TO LANCASTER. ABOUT THAT TIME, I NOTICED I HAD LEFT MY PREVIOUS SQUAWK CODE IN THE XPONDER AS OPPOSED TO CHANGING IT BACK TO 1200. I QUICKLY CORRECTED THIS MISTAKE. I CAN ONLY IMAGINE WHAT THE CTLRS WERE THINKING AS THEY WATCHED THIS UNCTLED ACFT CLB INTO THEIR AIRSPACE, AND THEN DSNDED OUT OF IT -- ALL WHILE SQUAWKING A CODE THAT WAS CLRLY NOT VFR. ONE WOULD HOPE THE SAGA ENDS THERE, BUT I WASN'T DONE WITH MY STUPID MISTAKES FOR THE DAY. I STOPPED AT LANCASTER AND REFUELED, AND THEN CLBING OUT OF LANCASTER, I REALIZED I HAD FAILED TO LATCH THE DOOR PROPERLY. ONCE I REACHED A SAFE ALT, I TESTED THE DOOR, AND IT DID NOT SEEM TO WANT TO MOVE IN ANY DIRECTION AT ALL. I DECIDED TO FLY BACK TO GRAND PRAIRIE WITH THE DOOR AS IT WAS, AS THE ONLY PROB IT SEEMED TO BE CAUSING WAS MORE COCKPIT NOISE THAN USUAL. LNDG AT GPM WAS UNEVENTFUL, AND THE UNLATCHED DOORS CAUSED NO PROB AT ALL. DID I DO ANYTHING RIGHT THIS DAY AT ALL? THE ANSWER IS A RESOUNDING 'YES!' I HAD BEEN PLANNING TO FLY TO FTW THAT EVENING FOR A MEETING. AFTER REALIZING I WAS NOT AS ON TOP OF THINGS AS I SHOULD BE, I DECIDED TO DRIVE RATHER THAN FLY. IT SEEMS THE ONLY THING I COULD DO RIGHT CONCERNING FLYING WAS NOT TO FLY AT ALL. THE CORRECTIVE ACTIONS I SHOULD TAKE TO CORRECT THESE ERRORS SEEM PRETTY OBVIOUS. 1) I SHOULD HAVE HAD MY TAC ALREADY OPENED, AND I SHOULD STUDY IT MORE THOROUGHLY BEFORE FLYING, WHEN PLANNING A FLT SO CLOSE TO THE CLASS B AIRSPACE. 2) I TURNED MY XPONDER FROM 'ON' TO 'ALT.' AT THAT TIME I SHOULD ALWAYS RECONFIRM THE CODE I'M SQUAWKING (IN MOST CASES 1200). 3) I SHOULD FOLLOW MY CHKLIST MORE CLOSELY, EVEN THOUGH THIS WAS IN A PLANE I FLY ON A REGULAR BASIS. I'VE TRIED TO CONSIDER WHAT FACTORS FIGURED INTO MY POOR PERFORMANCE THAT DAY, BECAUSE IT'S PAINFULLY OBVIOUS THERE WERE MANY. I HAD ADEQUATE REST THE NIGHT BEFORE, AND DON'T BELIEVE THAT WAS A FACTOR. I HAD ONLY EATEN A PIECE OF TOAST THAT MORNING, AND AN APPLE BEFORE THE FLT, AND IT WAS NOW XA30 LCL TIME, SO A LACK OF PROPER NUTRITION MAY HAVE CONTRIBUTED. I WAS STRESSED BY SCHOOL STUDIES WHICH COULD BE A FACTOR. I FAILED TO PREPARE PROPERLY FOR THE FLT BECAUSE IT WAS SUCH A SHORT FLT. I HAVE A TENDENCY TO THINK THAT IT'S JUST A SHORT DISTANCE, NOT MUCH CAN HAPPEN. I CAN SEE THAT IS A HAZARDOUS ATTITUDE. ALSO, I FIND THAT WHEN I GO THROUGH A CHKLIST OVER AND OVER AS I HAVE FOR THIS PLANE, I QUIT PAYING ATTN TO IT. PHYSICALLY, I'M MOSTLY GOING THROUGH THE ACTIONS, BUT NOT MENTALLY PAYING ATTN TO EACH DETAIL. THAT ALLOWS THINGS LIKE AN UNLATCHED DOOR TO BE MISSED. FORTUNATELY, IN THIS CASE, IT'S SOMETHING THAT TURNS OUT TO BE INCONVENIENT, BUT NOT FATAL. IF I CONTINUE SKIPPING ITEMS ON A CHKLIST, WHO KNOWS WHEN THAT ONE DETAIL WILL BECOME SERIOUS.

Synopsis :

A PVT INST RATED PLT FLYING A PA28 BECOMES DISTR AFTER DEPARTING ADS VFR RESULTING IN AN INADVERTENT PENETRATION OF CLASS B AIRSPACE AT DFW.